REGISTERED No. 79—1873.

# The Bombay Gazette.

No. 7,683.—New Series. BOMBAY :—WEDNESDAY, SEPTEMBER 17, 1873. Subscription in Advance. { For a Year.....Rs. 42 / For Six Months ..Rs. 24 } Including Postage.

## THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

| | |
|---|---|
| One Year, *in advance* | Rs. 42 |
| Half Year „ | „ 24 |
| Three Months „ | „ 14 |
| One Month „ | „ 5 |

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

| | |
|---|---|
| First insertion | Rs. 5 0 |
| Second do | „ 2 8 |
| Third do | „ 2 8 |
| Fourth and succeeding insertions | „ 0 2½ As. |

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

| | |
|---|---|
| First insertion | 8 As. per Line. |
| Second do | 4½ „ „ |
| Third and succeeding | 2½ „ „ |

on the Native Languages, double the above.

Advertisements which are to be inserted for a considerable special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

## SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship PATNA, 1,789 Tons, 300 H.P., Commander A. A. HAWARD, R.N.R., will be despatched on THURSDAY, the 18th September 1873, at 4 P.M.

| | September 1873. | | | September 1873. |
|---|---|---|---|---|
| Leave BOMBAY | 18 | Leave Tuticorin | „ | 27 |
| „ Rutnagherry | 19 | „ Colombo | „ | 28 |
| „ Vingorla | 19 | „ Galle | „ | 29 |
| „ Goa | 20 | | | Oct. ber. |
| „ Mangalore | 20 | „ Negapatam | „ | 1 |
| „ Mangalore | 21 | „ Madras | „ | 3 |
| „ Cannanore | 22 | „ Coconada | „ | 5 |
| „ Tellicherry | 22 | „ Vizagapatam | „ | 6 |
| „ Calicut | 23 | „ Bimlipatam | „ | 6 |
| „ Beypore | 23 | „ Gopaulpore | „ | 7 |
| „ Cochin | 24 | „ False Point | „ | 8 |
| „ Alleppy | 24 | Arrive CALCUTTA | „ | 10 |

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Neilgherry District, Bangalore, and Madras, who can land at Beypore, and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BHAREIN, KOWEIT, and MAHOMERAH.

The s.s. INDIA, 1,059 Tons, 200 H.P., Commander J. HENDERSON, will be despatched on FRIDAY, the 26th September 1873, at 2 P.M.

| | Sept. 1873. | | Oct. 1873. |
|---|---|---|---|
| Leave BOMBAY | 26 | Leave BUSREH | 15 |
| „ Kurrachee | 30 | „ Fao | 15 |
| „ Guadur | Oct. 1 | „ Bushire | 16 |
| „ Muscat | 3 | „ Bahrein | 17 |
| „ Bunder Abbas | 5 | „ Linga | 22 |
| „ Linga | 7 | „ Bunder Abbas | 24 |
| „ Bushire | 9 | „ Muscat | 26 |
| „ Koweit | 11 | „ Guadur | 28 |
| „ Fao | 13 | „ Kurrachee | 31 |
| „ Mahomerah | 11 | | Nov. |
| Arrive BUSREH | 12 | Arrive BOMBAY | 3 |

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the S. W. Monsoon despatch a Steamer (alternately) from Bombay every WEDNESDAY, and an Extra Steamer every SATURDAY, at 2 o'clock.

The days of despatch during the fair Season commencing from 22nd September will be FRIDAY and MONDAY.

The Steam-ship BURMAH, 1,081 Tons, 200 H. P., Commander T. SAUNDS, will be despatched on WEDNESDAY, the 17th September 1873, at 2 P.M.

The Steam-ship PENANG, 698 Tons, 120 H.P., Commander J. CORYTON, R. N. R. will be despatched on MONDAY, the 22nd September 1873, at 2 P.M.

The Steam ship INDIA, 1,059 Tons, 200 H. P., Commander J. HENDERSON, will be despatched on FRIDAY, the 26th September 1873, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

SURAT AND GOGO FERRY.

STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT PLIES between SURAT and GOGO.

FARES BETWEEN SURAT AND GOGO.

| | |
|---|---|
| First Class | Rs. 5 0 0 |
| Second Class | 3 0 0 |
| Third Class | 1 8 0 |
| Horses | 4 0 0 |
| Carriages | 4 0 0 |

DEPARTURE FROM SURAT.

TUESDAY, THURSDAY AND SATURDAY.

DEPARTURE FROM GOGO.

MONDAY, WEDNESDAY AND FRIDAY.

THE STEAMER WILL PROCEED TO BHOWNUGGER EVERY SATURDAY AND LEAVE THAT PORT EVERY MONDAY MORNING.

Further particulars can be learnt on application to the undermentioned Agents :—

SYED COOTBOODIN, at Surat.
DINKER NARRAYEN, at Gogo.

Or to the undersigned at Bombay.

J. A. SHEPHERD.

No. 33, Medows Street, Bombay, 2nd September 1873.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats ply across the Harbour daily, stopping at the undermentioned Bunders :—

Fares from Bombay to

| Class. | Rewas. | Dhurumtur. | Oorun. | Hog Island. | Oolwa. |
|---|---|---|---|---|---|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| First Class | 2 0 | 3 0 | 2 0 | 2 0 | 3 0 |
| Second Class | 0 12 | 1 0 | 0 8 | 0 12 | 0 12 |
| Third Class | 0 6 | 0 8 | 0 4 | 0 6 | 0 6 |

The Rewas and Dhurumtur Ferry Steamer leave Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leave Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Medows Street, Bombay.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, via SUEZ CANAL.

THE Steamer TEBE, 2,680 Tons, will be despatched for TRIESTE, via SUEZ CANAL, on or about the 10th October 1873. This Steamer has only limited accommodation for a small number of Passengers.

RATES OF PASSAGE

(Including a liberal Table, exclusive of Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage.)

| | Cabin. | Deck with Food. |
|---|---|---|
| To Trieste | £40 | £19-0 |
| To Port Said | £30 | £14-6 |
| To Suez | £28 | £13-7 |

Children under 3 years of age, Free ; above 3 and under 10 years, Half Fare.

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Agent.

Bombay, Elphinstone Circle, 15th September 1873.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" has pleasure in having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to those two Companies, and is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two principal lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railway Stations, the hazards exhibited at the different stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the terms of Advertisers, may be printed at the "Bombay Gazette" Press.

## SHIPPING.

OVERLAND ROUTE.

On Friday, the 19th September, 1873, at 3 P.M., from Mazagon

THE P. & O Co.'s S. S. TANJORE, (2,245 Tons, and 400 H.P.), Captain A. H. JOHNSON, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 2 P.M., precisely, on the day of sailing.

GEO. F. HENRY, Superintendent.

Bombay, 12th September 1873.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 22nd September, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. ORISSA, (1,646 tons and 300 H.P.,) Captain W. PENTHAM, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 19th September.

GEORGE F. HENRY, Superintendent.

Bombay, 8th September 1873.

DIRECT STEAMERS VIA THE SUEZ CANAL.

THE PENINSULAR and ORIENTAL COMPANY propose to DESPATCH their LARGEST STEAMERS from SOUTHAMPTON to INDIA DIRECT, via the SUEZ CANAL, as follows :—

| | | | | | |
|---|---|---|---|---|---|
| Sept. 25 | South'pt'n | to Calcutta | Oct. 30 | South'pt'n | to Bombay |
| Oct. 2 | „ | to Bombay | Nov. 6 | „ | to Calcutta |
| „ 9 | „ | to Calcutta | „ 13 | „ | to Bombay |
| „ 16 | „ | to Bombay | „ 20 | „ | to Calcutta |
| „ 23 | „ | to Calcutta | „ 27 | „ | to Bombay |
| | | | Dec. 4 | „ | to Calcutta |

PASSAGE MONEY TO BOMBAY

| | |
|---|---|
| FIRST CLASS | £66 |
| SECOND CLASS | £36 |

GEORGE F. HENRY, Superintendent.

Bombay, 6th August 1873.

## WINES, SPIRITS, BEER, &c.

IMPORTANT NOTICE.

SALE of Messrs. PAYNE & Co.'s WINES and SPIRITS, at further Reduced Prices. See detailed List in MONDAY'S Paper.

GRINDLAY, GROOM, & Co.

WINES for SALE, at the Godowns of the Undersigned, No. 3, Church Lane :—

| | |
|---|---|
| SHERRIES—J. Cockburn & Campbell's, at | Rs. 21, Rs. 24, and Rs. 25 per dozen. |
| R. R. Mcge & Co.'s-Red Seal | „ 20 „ |
| Do. Vino de Pasto | „ 20 „ |
| J. Sandbach & Son's | Rs. 17 & „ 24 „ |
| Carbonell & Co.'s Black Seal | „ 24 „ |
| M. F. Guimaraens & Son's superior old Pale Dry | „ 28 „ |
| CHAMPAGNE—Ruinart pere and fils | Pts. „ 25 „ |
| Do. | Magnums. „ 48 „ |
| Arthur H. Browning's | Qts. „ 30 „ |
| J. Sandbach and Son's | Qts. „ 20 „ |
| Do. do. | Pts. „ 11 „ |
| BRANDY—Raynal & Co.'s Superior | „ 24 „ |
| CLARET—Montbouil Franc Fils Aine | |
| Chateau Belair St. Julien 1868 | „ 16 „ |
| Chateau Delorme Margaux | „ 16 „ |
| R. R. Mcge & Co.'s St. Estephe | „ 16 „ |
| Do. Margaux | „ 17 „ |

EWART, LATHAM, & Co.

Bombay, 16th July 1873.

BORDEAUX WINES,

JUST RECEIVED BY SUEZ CANAL.

CLARETS.

| | Cash. Rs. a. | Credit. Rs. a. |
|---|---|---|
| FINE BORDEAUX, a good Cup Wine ; Quarts per dozen | 9 8 | 10 0 |
| PETIT MEDOC, sound, well-flavoured Breakfast Wine ; Quarts per dozen | 11 0 | 12 8 |
| MEDOC, superior Breakfast ; Quarts per dozen | 14 0 | 16 0 |
| SAINT JULIEN, an excellent Dinner Wine ; Quarts per dozen | 20 0 | 22 8 |
| CHATEAU MARGAUX, the finest Claret imported [*quarts expected*]. Pints | 16 0 | 18 0 |

SAUTERNES.

| | | |
|---|---|---|
| BARSAC, Vintage 1861, light and delicate ; Quarts per dozen | 20 0 | 22 8 |
| HAUT SAUTERNES, VINTAGE 1861, light and delicate ; Quarts per d ozen | 22 8 | 25 0 |
| HAUT SAUTERNES, VINTAGE 1858, very superior ; Quarts per dozen | 30 0 | 34 0 |

BURGUNDIES.

| | | |
|---|---|---|
| CHABLIS, Vintage 1861, sound light ; per dozen | 16 0 | 18 0 |
| CHABLIS „ 1858, fuller bouqued body ; per dozen | 21 8 | 24 0 |
| POMARD (Red) ; per dozen | 18 0 | 20 0 |

TREACHER. & Co. (Limited).

J. NEUBERG,

MEADOW STREET, BOMBAY.

A FRESH SUPPLY OF

GERMAN WINES.

STILL HOCK.

| | Rs. |
|---|---|
| MARCOBRUNNER | per doz. quarts 35 |
| LIEBFRAUMILCH | „ „ 31 |
| Ditto | „ pints 17 |
| RAUENTHALER | „ quarts 24 |
| RUDESHEIMER | „ „ 22 |
| Ditto | „ pints 12 |
| NIER-TEINER | „ quarts 20 |
| BODENHEIMER | „ „ 16 |
| HOPPENHEIMER | „ „ 20 |
| GEISENHEIMER | „ „ 18 |
| Ditto | „ pints 10 |
| RIESLING | „ quarts 15 |

5 per cent. discount on taking 5 dozens.
10 „ „ „ 10 „

FOR CONSUMPTION IN HOT CLIMATES NO OTHER WINES CAN SURPASS, AND VERY FEW CAN EQUAL, GERMAN WINES.

SPARKLING MOSELLE.

A VERY SUPERIOR WINE.

Rs.
Pints per doz. 15

CLARET.

BY TH. BICHE LATOUR, BORDEAUX.

| | Rs. |
|---|---|
| MEDOC VIEUX, Breakfast Wine | per doz. quarts 10 |
| Ditto ditto ditto | „ pints 6 |
| PAUILLAC, superior quality | „ „ 12 |
| Ditto ditto ditto | „ pints 6-8 |
| MARGAUX, a very good Dinner Wine | „ „ 16 |
| SAUTERNE, very superior Wine | „ „ 21 |

BURGUNDIES,

By J. POIDEVIN PERE, of Beaune.

| | |
|---|---|
| MONTRACHET, 1862 | per doz. quarts 48 |
| POMMARD | „ „ 24 |
| SAVIGNY | „ „ 20 |
| BEAUNE | „ „ 16 |
| CHABLIS | „ „ 18 |

CHAMPAGNE.

| | | |
|---|---|---|
| GRAND VIN DE CABINET, a very superior Dry Wine | per doz. pints | Rs. 24 |
| SILLERY MOUSSEUX, by Vanhaen Freres | „ quarts | 30 |
| Ditto ditto ditto | „ pints | 16 |

Th. BICHE-LATOUR'S

CELEBRATED BRANDIES.

| | | |
|---|---|---|
| COGNAC VIEUX, A-1 White Label | per doz. | Rs. 21 |
| Ditto. „ Green Label | „ „ | 24 |

GREAT REDUCTION IN PRICES

BY TAKING LARGE QUANTITIES.

PORT WINE AND SHERRY.

| | Rs. |
|---|---|
| PORT WINE, old, full-bodied | per doz 24 |
| SHERRY, very Dry,—Green Seal, from Butler & Son. | „ 25 |
| Do. Rich,—Red Seal | „ 27 |
| Do. Extra fine, Dry—Yellow Seal | „ 30 |
| Do. Xeres by direct importation | „ 18 |

GUINNESS' STOUT,

BY SPARKES AND MOLINE.

BASS' PALE ALE,

BOTTLED BY

STONE and CO.,

AND

J. NEUBERG.

IMPORTANT NOTICE.

WINES AND SPIRITS.

TOD-HEATLY and CO., WINE MERCHANTS,

ADELPHI, LONDON,

Having closed their Indian AGENCIES and decided to Ship ONLY TO THE TRADE,

and no longer to Consign for Sale upon THEIR OWN ACCOUNT, or to Ship to PRIVATE INDIVIDUALS, are prepared to execute TRADE ORDERS upon very favourable terms.

PRICED LISTS and every information UPON APPLICATION.

N.B.—TOD-HEATLY & Co.'s Bottled Wines and Spirits will in future be protected by a

PATENT TRADE MARK CAPSULE,

duly registered, bearing their signature.

Total Shipments say Despatched.

## SALES BY AUCTION.

MENESSE and COMPANY.

TO-MORROW, THURSDAY, the 18th instant, Messrs. MENESSE and Co. will hold their usual Weekly Auction Sale, at their Rooms a quantity of Grey and Coloured Piece Goods, Twist, &c., &c.

1 Handsome English-made Buggy.
3 Bales Tanned Skins.
2 Cases Porcelain Gilt Flower Vases and Table Ornaments.
10 Bales Grey Shirtings, 8 lbs.
3 Cases Coloured Muslins.

MENESSE & Co.

Bombay, 17th September 1873.

NUSSERWANJEE, CULLIANDASS & CO., 40, Meadow Street.

THIS DAY, WEDNESDAY, the 17th instant, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock p.m., at their Rooms, Meadow Street, No. 40,

3 Cases Embroidered Muslin, Turkish Caps, 1 Case Alpacca Umbrellas, a few pieces of Grey Goods, 2 Cases Eau de Cologne, a few Tins of Assorted Paints, 4 Cases Cutlery, 2 Cases Buttons, &c.

1 Lot of broken Polished Marble Slabs.

On account and risk of Rahimbhoy Mamanjee—
H C & C—No. 2713-22—4 Cases Ultramarine ex Saladin.
C & C—No. 314-21—4 Cases Ultramarine } Ex Ruvidale.
C & C—No. 228-35—4 „ „ „ } „ „
On account and risk of Goorjee Lukhmeedass—
C W B—No. 814-15—1 Case White Tanjib, ex Stephenson.
On account and risk of Abdulhusein Heerjibhoy :—
C & C—No. 468-75—6 Cases Ultramarine, ex Centurion.
„ No. 725-32—8 „ „ „ ex Balkans.
N Y—No. 12356-76—16 „ „ „ ex Galatea.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 17th September 1873.

BENNETT and COMPANY, No. 4, FORBES STREET.

AUCTION SALE OF VALUABLE LANDED PROPERTIES AT BYCULLA, BELLASIS ROAD.

On THURSDAY, the 9th proximo, at 3 p.m., Messrs. BENNETT and Co. are instructed to sell by Public Auction, on the premises, by order of the mortgagee, and on account and at the risk of Cowasjee Nowrojee Lamna, and Jaijee, widow of the late Pestonjee Nowrojee Lamna, the mortgagors, the following landed properties, viz. :—

Lot No. 1.

All that piece or parcel of Fazendaree land or ground, together with the messuage, tenement, upper storied large dwelling-house and cellar, stables for horses standing thereon, situate at Bellasis Road, without the Fort, in the sub-district of Mazagon, and assessed by the Collector of Assessment under Nos. 31 and 34, containing by admeasurement 9 31 7-9 square yards or thereabouts, be the same more or less, and bounded on the east by a public passage, on the west by the property of Nowrojee Nusserwanjee Lamna, on the north by the Jewish Synagogue, and on the south by the Bellasis Junction Road. The stable No. 33 is now in the occupation of a tenant, at the monthly rental of Rs. 200, and the house No. 34 is now in the occupation of a tenant at the monthly rental of Rs. 35, making a total monthly rental of Rs. 235.

Lot No. 2.

On THURSDAY, the 9th proximo, at 4 p.m.

All that piece or parcel of Fazendary and or ground, together with the messuage, tenement, or upper storied large bungalow, cook-house, garden well and compound standing thereon, situate at Bellasis Road, without the Fort, in the sub-district of Mazagon, as assessed by the Collector of Assessment under No. 32, containing by admeasurement 1167 1-9 square yards or thereabouts, be the same more or less, and bounded on the east and west by the property of the late Nusserwanjee Nowrojee Lamna, on the north by the vacant ground Lot No. 4, and on the south by the Bellasis Junction Road, and is now in the occupation of Government Telegraph Branch Office on the ground floor at Rs. 30 per month, and upstairs tenant at Rs. 65 per month, yielding the monthly rental of Rs. 95.

Lot No. 3.

On FRIDAY, the 10th proximo, at 3 p.m., at Byculla Bellasis Road.

All that piece or parcel of Fazendary land or ground, together with the messuage, or large upper storied dwelling-house, cook-house, compound and 5 large sheds for stables standing thereon, situate at Bellasis Road, without the Fort, in the sub-district of Mazagon, and assessed by the Collector of Assessment under Nos. 29, 30, and 31, containing by admeasurement 3671 3-9 square yards or thereabout, and bounded on the east by the property of Nowrojee Nusserwanjee Lamna, on the west by the property of Casumboy Nathha, Esq., on the north by the Jewish Burial Ground, and on the south by the Bellasis Junction Road—monthly rental Rs. 165.

Lot No. 4.

On FRIDAY, the 10th proximo, at 4 p.m.

All that piece or parcel of open vacant Fazendaree ground, situate at Bellasis Road, without the Fort, in the sub-district of Mazagon, containing by admeasurement 737 7/9 square yards, be the same more or less, and bounded on the east on the vacant ground of Nowrojee Nusserwanjee Lamna of lot No. 1, on the west by the property of Nowrojee Nusserwanjee Lamna of lot No. 3, on the north by the Jewish synagogue, and on the south by the property of Nowrojee Nusserwanjee Lamna of lot No. 2.

Lot No. 5.

On FRIDAY, the 10th proximo, at 5 p.m.

All that piece or parcel of land or ground, together with the messuage, tenement or upper storied large dwelling house standing thereon, situate at Bellasis Road, without the Fort, in the sub-district of Mazagon, and assessed by the Collector of Assessment under No 23 and registered in the books of the Collector of Land Revenue under No. 541, containing by admeasurement 201 3-9 square yards or thereabouts, more or less, and bounded on the east by the house of Bhugwan Dyaram, Carpenter, on the west by the property of Hamabai, widow of Nowrojee Nusserwanjee Lamna, on the south by Tank Street, and on the north by the said Bellasis Road.

Lot No. 6, at Mahim, on the Spot, valuable Garden with Cocoanut Trees, &c.

On MONDAY, the 13th proximo, at 3 P.M.

All that piece or parcel of land or ground or cart or plantations containing with a garden and a large well containing two wheels, called or known by the name of Dhukeepuddi, situate in the Mahim Wood, in the Island of Bombay, containing by admeasurement 6187 7-9 square yards or thereabouts, assessed by the Collector of Land Revenue on Pension and Tax under No. 181, and bounded as follows :—on or towards the east by the cart of Dadab ai Bungalee, on or towards the west by the public lane, on or towards the north by the cart of Bundoo Cassara, on or towards the south by the public lane.

Lot No. 7, at Mahim, at Sea Shore, on the Spot, valuable groupe with Cocoanut Trees and 5 Huts.

On MONDAY the 13th proximo, at 4 P.M.

All that piece or parcel of land or ground, cart or plantation, containing one wheel, called or known by the name of Veera, situate in the Mahim Wood, in the Island of Bombay, standing on the sea side, containing by admeasurement 3707 7-9 square yards, or thereabouts, and assessed by the Collector of Land Revenue for Pension and Tax under No. 534, and bounded as follows :—On the east by the cart of Mrs. Mary Ellis & Sons, Executrix of Luxmon Govindjee, deceased, on the west by the sea shore, on the north by the cart of Bapoojee Furboo, on the south by the public lane.

BENNETT & Co.

Bombay, 17th September 1873.

BOMONJEE DOSSABHOY, AUCTIONEER, No. 7, MEADOW STREET.

AUCTION SALE of valuable landed properties, by order of Cassoor Saila, Gumna Saila, Nowla Saila, and Motee Hurta, trading under the name of Saila Dewla, and on account and at the risk of the Mortgagors, Raghonath Soonderjee and Raghoba Bhaisett, in pursuance and exercise of the power of sale in that behalf reserved to them.

BOMANJEE DOSSABHOY will sell by Public Auction, the undermentioned five lots of valuable landed properties as follows :—

Lot Nos. 1. and Lot No. 2 will be put up together.

TO-MORROW THURSDAY, the 18th inst., at 4 o'clock P.M., on the premises. All that piece or parcel of land or Fazendaree ground, with the messuage, tenement, or dwelling-house, erected, built, and standing thereon, situate, lying, and being on the north side of Coppersmith Street, in the Island of Bombay, in the sub-district of Mandvie, and formerly as well as now in the occupation of the said Raghonath Soonderjee and Raghoba Bhaisett and their tenants, and assessed by the Municipal Commissioner under No. 40, containing by admeasurement 165 square yards be the same little, more or less, and bounded as follows :—that is to say, on the east by the house of Somarambar Mahomed, on the west by the property of Beg Mahomed Abdool Raheeman, on the north by the house or range of the said Raghonath Soonderjee and Raghoba Bhaisett, and on the south by the Coppersmith Street.

Lot No. 2.

All that piece or parcel of land or Government ground, together with the messuage, tenement, or dwelling-house, or range erected, built and standing thereon, situate, lying and being in the Island of Bombay, on the south side of Coppersmith Street, in the sub-district of Mandvie, and formerly as well as now in the occupation of the said Raghonath Soonderjee and Raghoba Bhaisett and their tenants, registered in the books of the Collector of Land Revenue under No. 81, and assessed by the Municipal Commissioner under No. 40, containing by admeasurement 152 8-9 square yards, be the same little, more, or less, and bounded as follows :—that is to say, on the east and north by the sweeper's passage, on the west by the property of Beg Mahomed Abdool Raheeman, and on the south by the house of the said Raghonath Soonderjee and Raghoba Bhaisett.

Lot No. 3.

On MONDAY, the 22nd instant, at 4 o'clock P.M., on the premises. All that piece or parcel of land or Fazendaree ground together with the messuage, tenement, or dwelling-house, erected, built, and standing thereon, situate, lying, and being on the south side of Coppersmith Street, in the island of Bombay, in the sub-district of Mandvie, and formerly as well as now in the occupation of the said Raghonath Soonderjee and Raghoba Bhaisett and their tenants, registered in the books of the Collector of Land Revenue under No. 101, containing by admeasurement 15 feet in breadth and 60 feet in length, be the same little, more or less, and bounded as follows :—that is to say, on the east by the house of Sallay Mahomed Khan Mahomed, on the west by the house of Ally Ahmed, on the north by the Coppersmith Street, and on the south by the sweeper's passage.

Lot No. 4.

On TUESDAY, the 23rd instant, at 4 o'clock P. M., on the premises. All that piece or parcel of land or Government ground together with the messuage, tenement, or dwelling-house built and standing thereon, situate, lying, and being on the east side of Coombarwada Street, in the Island of Bombay, in the sub-district of Mazagon, and formerly as well as now in the occupation of the said Raghonath Soonderjee and Raghoba Bhaisett and their tenants, registered in the books of the Collector of Land Revenue under No. 1878, and as owned by the Municipal Commissioner under No 29, containing by admeasurement 133 3/9 square yards, and bounded as follows :—that is to say, on the east by the sweeper's passage, on the west by the Coombarwada Street, on north by the house of Dhacoo Cannoba, and on the south by the house of Mahadoo Vusgarre.

Lot No. 5.

On WEDNESDAY, the 24th instant, at 4 o'clock P. M., on the premises.

All that piece or parcel of land or Government ground and Cart, together with the messuage, tenement, or dwelling-house built and standing thereon, situate, lying, and being in island of Bombay, fronting on the west side of Mahim (Dadur,) in the sub-district of Mazagon, and formerly as well as now in the occupation of the said Raghonath Soonderjee and Raghoba Bhaisett and their tenants, registered in the books of the Collector of Land Revenue under No. 138, and assessed by the Municipal Commissioner under No. —, containing by admeasurement 2,695 square yards, be the same little more or less, and bounded as follows :—that is to say, on the east by the Cart of Jeevee Adray Kytan, on the west by the public passage, on the north by the Portuguese Church Road, and on the south by the Cart of Moroba Maistry.

For further particulars and conditions of sale apply to the undersigned.

BENNETT & Co.

CARRIAGES FOR SALE ON COMMISSION.

A first-class new boat-shaped single Horse four-seated Open Carriage with lamps.

The Property of a Gentleman.

A handsome light English-built Malvern Dog-cart with lamps, by Windsor and Acre, London, with set of nearly new plated mounted harness.

Also,

A nearly new English-built Miniature Brougham with lamps and shafts, by J. Henderson

One Ditto Self-driving Phaeton

A First-class English-built R.H. Phaeton with lamps, by William Cole, London.

A Second-hand Palanquin Office Shigram, with lamps.

A handsome light boat-shaped small four-seated Open Carriage with lamps.

HARNESSES,

A few sets of new double stages brass and plated mounted Buggy and Dog-cart Harnesses with round reins.

A few very handsome large real marble Figures with Domes.

A fifteen days marble Time-piece.

The Property of a Gentleman.

A second-hand light Palanquin Shigram, Price Rs. 250, to be seen on half-hours' notice.

SOMANJEE DOSABHOY,

Auctioneer and Commission Agent.

Bombay, 17th September 1873.

## NEW ADVERTISEMENTS.

NOTICE.—The EXCHANGE BANKS will be closed from FRIDAY, the 19th, to TUESDAY, the 23rd instant, both days inclusive, for the PATETI and the PARSEE NEW YEAR HOLIDAYS,

Bombay, 2nd September 1873.

THE BANK of BENGAL will be CLOSED from FRIDAY, the 19 h, to TUESDAY, the 23rd instant, both days inclusive, on account of PARSEE PATETI HOLIDAYS.

For the Bank of Bengal,
G. W. MOULTRIE, Agent.

Bombay, 10th September 1873.

NOTICE.—All persons INDEBTED to, or HAVING CLAIMS against, the ESTATE of the late Surgeon Major R.A. ALLEYNE, 12th Regiment N.I., are requested to communicate, within one month from this date, with

THE PRESIDENT.
Committee of Adjustment.

Dharwar, 13th September 1873.

NOTICE.—CONSIGNEES of CARGO per Ship LADY LAWRENCE are hereby informed of the arrival of the Vessel, and requested to TAKE DELIVERY of their respective GOODS at once from the Bunder. Any Claims that may arise for short delivery or damage to Cargo, unless settled before the departure of the Vessel from Harbour, will not be entertained.

WALLACE & Co., Agents.

Bombay, 16th September 1873.

MACHINERY FOR SALE.—The Directors of the EAST INDIA PRESS COMPANY (Limited) are prepared to receive OFFERS for the following PROPERTY at SHOLAPOOR :—

A Pair of High Pressure Engines, 20 H.P. each.

Two Cornish Boilers, with Donkey Engine, Water Heater, and Tanks, complete, made by Nasmyth & Co.

A large Building used as a Press House, Godowns, Engineers' Bungalow, &c., &c.

A large piece of Ground, measuring about 13 acres, and containing a Well.

A Railway Siding is laid on to the Property.

By Order of the Directors,
A. C. BRICE & Co.,
Secretaries and Treasurers.

Bombay, 16th September 1873.

BOMBAY PRESS COMPANY (Limited).—NOTICE is hereby given, that the TRANSFER BOOKS of this Company will be CLOSED from TO-MORROW, the 18th instant, up to TUESDAY, the 30th, both days inclusive.

By Order of the Directors,
BRICE, BROWN, & Co.,
Secretaries and Treasurers.

Bombay, 17th September 1873.

THE MORARJEE GOCULDASS SPINNING AND WEAVING COMPANY (Limited).—NOTICE is hereby given, that the SECOND ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held on the Mill premises, at Parell, on WEDNESDAY, the 24th instant, at 3½ P.M., for the transaction of the following business :—

1. To receive Directors' Report and the Audited Balance Sheet made up to the 30th June last.
2. To declare a Dividend.
3. To elect Directors in the room of those who retire by rotation.
4. To appoint Auditors, and to fix their remuneration.

The TRANSFER BOOKS will be CLOSED from THURSDAY, the 18th, to TUESDAY, the 30th INSTANT.

MORARJEE GOCULDASS & Co.,
Secretaries, Treasurers, and Agents.

Bombay, 16th September 1873.

THE BOMBAY BURMAH TRADING CORPORATION (Limited).

श्री बोंमबे बरमा ट्रेडींग कारपोरेशन लीमिटेड.

श्री बॉबे बरमा ट्रेडींग कारपोरेशन लिमीटेड.

NOTICE is hereby given, that the ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Corporation will be HELD at the Offices of the Corporation, No. 25, Church Gate Street, Bombay, on THURSDAY, the 25th day of September, instant, at half-past three o'clock in the afternoon, for the following purposes :—

1st. To receive and consider the Report of the Directors and the Audited Accounts for the year ending 31st May last.

2nd. To sanction the declaration of a Dividend.

3rd. To elect Directors in place of those who retire by rotation.

4th. To elect Auditors for the ensuing year, and to fix their remuneration.

5th. To resolve as to the desirability of continuing the practice of printing and circulating detailed Accounts before the Annual General Meetings.

6th. To fix the number of Directors at seven.

By Order of the Board of Directors,
WALLACE & Co.,
Secretaries, Treasurers, and Managers.

Bombay, 16th September 1873.

NOTICE is hereby given, that THUCKER DHUNJEE MOWJEE has CONTRACTED to SELL to K

## COMMERCIAL INTELLIGENCE.

TUESDAY, 16TH SEPTEMBER.

EXCHANGE in sterling has remained almost unaltered during the day, the amount of Bills offering being very small.

In Government Securities there is no alteration in rates, and few transactions reported.

Bank Bills, 6 months' sight .....1s. 10¾d. to 25/32
Credit Bills, do. .....1s. 10 15/16d.
Documents, do. .....1s. 11d.
Bank Bills, 3 months' sight.....1s. 10 9/16d.
Credit, do. .....1s. 10¾d.
Documents, do. .....1s.10 15/16d.
Bank Bills, demand .....1s. 10 11/32d.

On Calcutta Bank Bills, 60 days' sight. 201 to 5/16.
Do demand ..... 100⅛ to 100 3/16.

On Madras 30 days' sight ..... 99⅞
Do. demand..... 99 15/16

On China House Bills, 60 days' sight, 223½.

### GOVERNMENT SECURITIES.

Five-and-a-half per cent. ... ... ... ... ...110½ to ¾
Four & half per cent. ... ... ... ... ... ...105 3/8
Four per cent. ... ... ... ... ... ... ...104½
Four & half per cent. (Public Works Loan) ...106
Five per cent. Debenture Loan, 1866-67 ... ...103½
15 years' Debenture Loans ... ... ... ... ...103½
10 years' do. do. ... ... ... ... ...105
5 years' do. do. ... ... ... ... ...103
Six per cent. Municipal Loan Home Rate ...112
Do. Do. Market Rate ... ...112
New French Loan per cent. fully paid up of 1871 and 1872 ..... ...93
New French Loan in abatement paper of 1872. ...94
Paris Municipal Loan (Debentures Rs. 117) per Bond ..... ...115.

Rates of discount at New Bank of Bombay—
Loans on Government Paper on demand ..... 4½ per cent
Fixed Loans on do. to 2 months' ..... 5½ ,,
Do. do. over 2 do. ..... 6½ ,,
Do. on Merchandise ..... 7½ ,,
Cash Credit do. to 2 months' ..... 6½ ,,
Do. do. over 2 do. ..... 6½ ,,
Do. do. ..... 7½ ,,
Bank Bills ..... 6½ ,,
Mercantile Paper ..... 8½ ,,

### PRICES OF BULLION, &c.

Sovereigns, each ... ... ... ... ... ...Rs. 10-9 0
Carolus ... ... ... ... ... ... ... 290
Mexican Dollars ... ... ... ... ... ... 222
Five-Francs Pieces ... ... ... ... ... ... 221½
Bar Silver... ... ... ... ... ... ... 107½ to 107¾
Gold Leaf ... ... ... ... ... ... ... 16-12
Bar Gold 10 oz. English 100 touch ... ... 16-14
Australian Gold ... ... 100 touch ... ... 16-13

### FREIGHT REPORT.

TUESDAY, 16TH SEPTEMBER.

VOLKART'S steamer, 1st October, has engaged cotton for Liverpool at £2-15-0, and the P. and O., 26th inst., has been filled up at £3-0-0; very little doing otherwise.

London { Cotton ..... / Cases ..... / Seeds ..... } No ships.
Liverpool { Iron Ship's Cotton ..... £2 5s. 0d. nominal / Wooden Ships ,, ..... £2 0s. 0d. nominal / Myrabolams ..... £1 18s. 0d. nominal / Oil bills ..... £0 15s. 0d. nominal / Seeds ..... £2 0s. 0d. }
Havre ... { Cotton ..... / Coffee ..... } No ship.
Overland Steamers—
London ..... £3 5s. 0d.
Venice ..... £3 0s. 0d.
Trieste ..... £2 15s. 0d. nom.
Liverpool ..... £3 0s. 0d.
Havre Cotton ..... £3 0s. 0d.
Liverpool via Suez Canal ... { Wheat ..... £2 7s. 6d. to £2 10s. 0d. / Seeds ..... £2 7s. 6d. to £2 10s. 0d. / Cotton ..... £2 7s. 6d. }
China ... { Steamer Cotton ..... Rs. 20 per ton. / ,, Opium ..... Rs. 25 to 30. per chest. / Sailing Ships ..... Rs. 4 per bale nominal. }
Calcutta ...Salt ..... Rs. 3½ per ton.
Calcutta to Bombay ..... Rs. 15 port charges.
Mauritius ..... Nothing doing.

### BOMBAY BILL AND STOCK LIST.

TUESDAY, 16TH SEPTEMBER.

MARKET dull and depressed for Mofussil Press shares with hardly any buyers at quoted rates. Spinning shares steady. Bank of Bombay firm.

### BANKS.

| No. of Shares | Nominal value per sh. | Paid up. | Last dividend. | Names. | Cash Rates per Share. |
|---|---|---|---|---|---|
| | Rs. | Rs. | p. a. | | |
| 160,000 | 100 | all | 5 p.ct. | Agra Bank ..... | 93 |
| 52,000 | 1,000 | all | 8 p.ct. | Bank of Bengal ..... | 1,415 |
| 40,000 | 500 | all | 12 p.ct. | Do of Bombay New ... | 755 |
| 19,000 | 500 | 100 | 12 p.ct. | Do 2nd Rec. Issue ..... | 263¼ xd |
| 5,250 | 1,000 | all | 9 p.ct. | Do of Madras ..... | 1,120 |
| 10,000 | 250 | all | 8 p.ct. | Chartered Mercantile Bk. of L. L. & China ... ... | 275 |
| 40,000 | 281¼ | all | 12 p.ct. | Hong. & Shanghai Banks | 450 nl. |
| 40,000 | 200 | all | 2½p.ct. | Chartered Bk. of I. & C... | 150 |
| 80,000 | 250 | 125 | 4 p.ct. | National Bank of India.. | 125 |
| 16,000 | 250 | all | 12 do. | Oriental Bank ..... | 495 |

### LAND COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 4,000 | 3,000 | all | Rs. 77 | Colaba Land Co ..... | 1,405 xd |
| 9,000 | 150 | all | Nil. | Freee Land & Pier Co. Ld. | 84 |
| 750 | 2,000 | 2,000 | 30p.s. | Mazagon Land ..... | 700 |
| 6,000 | 1, 0 | all | 15p.s. | Port Canning Land Company, Limited ..... | 405 ex |

### RAILWAY COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| ..... | £20 | 319-320 | p.c | G. I. P. Railway Consolidated Stock ..... | 286½ |
| ..... | £20 | 109-112 | do. | Do. New £20 Shares ..... | 126 |
| ..... | £20 | 42-102 | do. | Ditto ..... | |
| ..... | £100 | 1,000 | do. | B. B. & C. I. Railway Co. | 1,125 |
| ..... | £25 | 126-2-1 | d. | Do. New Shares ..... | |

### SPINNING AND WEAVING COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 620 | 1,250 | all | 50p.s | Alexandra Spinning ..... | 1,470 |
| 500 | 2,500 | all | 140* | Alliance Spinning ..... | 2,660 |
| 300 | 2,000 | all | | Bhownuggur M. & P. Co. | 1,800 |
| 800 | 1,000 | all | 60* | Bombay United ..... | 1,175 xd |
| 1,000 | 150 | 150 | 25* | Broach Mills ..... | 245 |
| 2,500 | 2,000 | all | 50p.s | Dharumsey Spinning..... | 1,575 xd |
| 750 | 2,000 | all | 200p.s | Great Eastern ..... | 2,275 |
| 750 | 1,000 | all | | Jewraj Ballo Mills ..... | 1,160 |
| 2,500 | 1,000 | all | 140p. | Manockji Petit's ..... | 1,340 |
| 900 | 1,000 | a | 40 p.s | Morarjee Spinning ..... | 1,260 |
| 850 | 2,500 | all | 150p. | Oriental ..... | 3,425 |
| 600 | 1,500 | 400 | 116p.s | Royal ..... | 2,300 |
| 500 | 1,000 | 1 all | ... | Soonderdas Spinning..... | 1,350 |

* Per share for the half-year.

### PRESS COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 150 | 5,000 | 2,850 | 160 p.s | Akbar Cotton Press Co... | 1,850 |
| 200 | 2,000 | 1,100 | 150do. | Albert Co. Kurrachee..... | 885 |
| 100 | 500 | all | 45 p.c. | Albert Ginning Co ..... | 500 |
| 253 | 3,000 | 850 | Nil. | Alexandra Press Co..... | 215 |
| 150 | 12,000 | 11,000 | 100 p.s. | Apollo Press Co..... | 6,910 |
| 200 | 2,000 | all | 200 p.s. | Bombay Press Co..... | 1,140 |
| 202 | 500 | all | 50 p.s | Do New..... | 270 |
| 300 | 1,000 | 1,000 | 100 p.s | Broach Cotton Co ..... | 700 |
| 400 | 1,500 | ... | ... | Carwar Company..... | 1,200 |
| 503 | 1,880 | all | 40 | Colaba Press Co..... | 4,500 |
| 351 | 9,000 | all | 250p.s. | East India Press Co..... | 2,700 |
| 198 | 8,500 | all | 500 * | Fort Press Co..... | 5,600 |
| 202 | 2,000 | 1,800 | 75 p.s | Framji Cowasji Press Co. | 457 |
| 300 | 1,000 | all | 70 p.s | Ernest Press Co ..... | 719 |
| 200 | 6,000 | 8,000 | 228 p.s | Hydraulic Press Co..... | 2,000 |
| 250 | 5,000 | 1,467 | 75 p.s | Imperial Press Co ..... | 1,075 |
| 200 | 400 | 350 | 42½ p.s | Mofussil Press & G. Co.. | 625 |
| 120 | 2,500 | all | 125 p.s | Princeof Wales Press..... | 1,800 |
| 200 | 1,000 | all | ... | Sassoon's Press Co..... | 600 |
| 400 | 85 | 750 | 135 p.s | Scinde Press Co..... | 565 |
| 100 | 1,000 | 750 | ... | Scinde and Punjab Cotton Press Co., Limited... | 1,075 |
| 125 | 1,500 | 1,350 | Rs. 80 | Victoria Press, Madras.. | 1,150 |
| 1567 | 800 | all | 8 p.c. | Vic. Cot. Gin & Press Co. | 850 |
| 450 | ... | ... | ... | Volkart United Press Co. | 935 |

* Per share for the half-year.

### BANKS IN LIQUIDATION.

| | | | Date of Liquidation. | | |
|---|---|---|---|---|---|
| ..... | 25 | 19½ | ... | Bank of China..... | 1 |
| ..... | 250 | 2 | Mar. '66 | Central Bank..... | 1 |
| ..... | ... | ... | ... | East India Bank ..... | 1 |
| ..... | 200 | 15 | Feb. '67 | Indian Peninsula..... | 1 |
| ..... | 200 | 70½ | May '67 | Royal Bank ..... | 2 |

### SALES AND PURCHASES.

PIECE GOODS.

The market has been steady, and prices are generally unaltered. The following sales are reported to have been made by European firms yesterday :—

| | | | | | |
|---|---|---|---|---|---|
| 2,000 | pieces | Grey Shirtings | 40 in. 39 yds. 7 lbs. | Rs. | 4 11 0 |
| 2,000 | ,, | ,, | 45 in. 39 yds. 8 lbs. | ,, | 5 11 0 |
| 2,000 | ,, | ,, Cambrics | 50 in. 24 yds. 5½ lbs. | ,, | 3 11 6 |
| 3,000 | ,, | ,, Madapollams | 32 in. 24 yds. 3 lbs. | ,, | 2 1 9 |
| 2,560 | ,, | ,, | 32 in. 24 yds. 2½ lbs. | ,, | 1 13 3 |
| 1,000 | ,, | ,, Shirtings | 40 in. 39 yds. 8½ lbs. | ,, | 5 11 9 |
| 1,800 | ,, | Bino O. & W. Prints | 24 in. 28 yds. | ,, | 4 0 0 |
| 1,800 | ,, | White Mulls (2 cds) | 42 in. 20 yds. | ,, | 3 2 6 |
| 1,800 | ,, | ,, | (4 ,,) 42 in. 20 yds. | ,, | 3 10 6 |
| 1,800 | ,, | ,, | (6 ,,) 42 in. 20 yds. | ,, | 4 2 6 |

COTTON.

The public telegram of the 15th instant reports the Liverpool and London markets as closing quiet, and prices show no alteration except in the case of Mid. Uplands, which has declined ¼d. per lb. Sales of the day are up to 12,000 bales only, of which 2,000 were Surats. The receipts at Liverpool are given at 7,000 bales, and those at U. S. ports at 3,000. The Agricultural Bureau estimates the cotton crop at 4,000,000 bales, which indicates a favourable progress of the weather. The wheat crop is also estimated at 250,000,000 bushels. As regards money matters, a payment into the Bank of England of £84,000 is reported, which, when viewed in conjunction with the previous advices, allays for a time any anxiety as to a rise in the Bank's rate of discount. The market for coffee continues active, and there is a further advance of 6 as. in prices. The market here has been quiet, and prices have declined about one rupee per candy, owing only to the somewhat unfavourable news from home. There was almost no disposition on the part of purchasers to operate, and consequently a very small business was done yesterday. The following are our closing quotations :—

Oomrawuttee ..... at Rs. 195 to 197
Akote ..... at ,, 201 to 203
Broach, M. G ..... at ,, 209 to 210
Hinguughaut ..... at ,, 215 to 217
Dholleral and Bhownuggur ..... at ,, 193 to 197
Sawgiuced ..... at ,, 202 to 203
Comptu and Vingorla ..... at ,, 184 to 185

The following purchase has come to our notice :—
50 candies Kirkee ..... at Rs. 203

YARNS.

5,000 lbs. Water No. 30's ..... at Rs. 11¼ as. per lb.

## SHIPPING.

ARRIVALS.

| Sept. | Vessel. | Commander. | From. |
|---|---|---|---|
| 15 | Corvette Zaroco..... Nusser Mujeet ..... | Correa deSilva Mosambique, Aug. 24. Nacoda ..... Jeddah, August 12. | |

DEPARTURE.

| Sept. | Vessel. | Commander. | Destination. |
|---|---|---|---|
| 16 | Pearl (s) ..... | Doert..... | Cutch. |

The following vessels were entered out for loading yesterday :—
Steamer Sir J. R. Carnac, to Coast and Goa.
Barque Victor, to Muscat.

MADRAS.

ARRIVALS.

Sept.
11 Viceroy (s) ..... ..... Calcutta.
12 Satara (s)..... ..... Calcutta.

DEPARTURE.

Sept.
12 Lumley Castle (s)..... ..... Calcutta.

STEAMER REPORTS.

GALLE, 16th Sept. 7 P.M.—Mail steamer Bolbara from China arrived.

GALLE, 16th Sept., 10th A.M.—Mail steamer Behar from Calcutta arrived.

DAILY IMPORTS.—16TH SEPTEMBER.

FROM LIVERPOOL.

Bellona s, 10 casks padlocks, Cassom Abdoolrehmon.

FROM LONDON.

Claudoo s, 1 case dye, Framjee Ardaseer Davur.
British Sceptre, 1 cask spirit, Manuckjee Burjorjee Settna
St Olaf s, 10 cases brandy, P S Kharegot.
Egin s, 1 case cigars, G Sigg & Co.
Orissa s, 1 case boots, Sallemanjee Curzimjee ; 1 case boots and shoes, G Nicol & Co ; 1 case boots, Mahomedally Lookmanjee ; 3 cases paper, Hajee Salleman Yacoob Sons & Co ; 3 cases hardware, Abdoolhoosein Heptoolla ; 5 packages paper, Byramjee Shapoorjee.

FROM SOUTHAMPTON.

Orissa s, 5 cases yellow metal sheets, Bhugwan Moolchund.

FROM MARSEILLES.

Orissa s, 1 case cigar, Planque, Vinay & Co.

FROM GENOA.

Arabia s, 10 cases brandy, Bonnevialle and Sibille.

FROM BORDEAUX.

Suzanne, 13 cases claret, Bonnevialle and Sibille.
Glaneuse, 25 casks brandy, Planque, Vinay & Co.

DAILY EXPORTS.—16TH SEPTEMBER.

FOR LIVERPOOL.

Tanjore s, 22 bales wool, Aumundjee Visram ; 50 bales cotton, Harridass Gangjee ; 50 bales cotton, Heerjee Nagsey & Co ; 58 bales cotton, Megjee Mooljee.

FOR LONDON.

Tanjore s, 3 cases shawls, Sir Charles Forbes & Co ; 2 cases plumbago, A Tait.

FOR SUEZ.

Tanjore s, 10 packages colingun, Woomerbhoy Chandabhoy.

FOR HONGKONG.

Columbian s, 11 bales twist, Shriram Dowlutram ; 160 bundles sharkfins and fishmaws, Currimbhoy Heerjee ; 18 bales cotton, Heeralall Ramgopall ; 948 bales cotton, Finlay, Scott & Co ; 200 bales cotton, Dinshaw Dadabhoy Ghandy & Co.
Orissa s, 49 chests opium, E D Sassoon ; 227 pieces and 1 bundle E teeth, Mahomed Nathoo ; 32 chests opium, David Sassoon & Co.

FOR SHANGHAI.

Orissa, s, 69½ chests opium. E J Ibrahim ; 24 chests opium, Goolraj Singanee.

BOMBAY GOVERNMENT TELEGRAPH OFFICE.

OFFICE—16TH Sept., 8 P.M.

Latest dates from United Kingdom.

Via Russia, 16th Sept., 11-55 A.M., Greenwich time. Time in transit, 1 hour 46 minutes.

Via Suez, 16th Sept., 12-30 P.M., Greenwich time. Time in transit, 1 hour 45 minutes.

Latest dates from Continent of Europe.

Via Russia, 16th Sept. 3-10 P.M., Greenwich time. Time in transit, 1 hour 47 minutes.

Via Turkey, 15th Sept., 5-41 P.M., Greenwhich time. Time in trainsit, 19 hours 21 minutes.

Via Suez, 15th Sept., 10-49 P.M., Greenwich time. Time in transit, 4 hours 21 minutes.

Latest date from China.

Via Singapore, 3rd Sept., 7-6 P.M. Time in transit, 6 hours 4 hours 57 minutes.

Latest date from Australia.

Via Singapore, 16 Sept., 7-53 P.M. Time in transit, 2 hours, 24 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 15th to 8 P.M. of the 16th September is as follows :—

| | Max. | Min. |
|---|---|---|
| From Calcutta ..... | 2 50 | 0 7 . |
| ,, Galle' ..... | 3 28 | 0 30 |
| ,, Kurrachee ..... | 0 43 | 0 2 |
| ,, Madras ..... | 1 10 | 0 20 |

TELEGRAPH LINE REPORTS.

KURRACHEE, 16th September, 8 P.M.—Latest dates from United Kingdom, via Russia, 16th September, 11-55 A.M. ; via Turkey, 15th September, 4 P.M. Latest dates from Continent of Europe, via Russia, 15th September, 11-23 A.M. ; via Turkey, 15th September, 3-14 P.M. Cable right Fao ; Turkish line right to Pera ; Persian line right to London.

WEATHER REPORTS.

CANNANORE, 16th September, 4 P.M.—Weather clear, wind north, thermometer 80.

CARWAR, 16th September, 5 P.M.—Weather fine, wind west, thermometer 83, barometer 30'11, rainfall 11 cents.

MANGALORE, 16th September, 9-45 A.M.—Weather cloudy, wind north-east by north-west, thermometer 84, barometer 29 72.

TUTICORIN, 16th September, 5 P.M.—Weather fine, wind south-east, winds, thermometer 92, barometer 29 83.

VIZAGOORA, 16th September, 5-10 P.M.—Weather cloudy, wind west mild., thermometer 85, rainfall 3 inch.

## MILITARY.

DEPARTURES—SEPTEMBER 16.

Scott, Colonel, 20th Regiment N. I., to rejoin, to Bhooj.
Palmer, Captain, Bengal Staff Corps, on duty, to Allahabad.

GOVERNMENT OF INDIA ORDERS.

*(Gazette of India,* September 13.)

AGENT, GOVERNOR GENERAL FOR RAJPOOTANA.

Capt C. K. M. Walter, Officiating Political Agent, Marwar, returned from the privilege leave granted him in Notification No 1090G, dated 28th July 1873, and resumed charge of his office on the afternoon of 19th August 1873.

AGENT, GOVERNOR GENERAL FOR CENTRAL INDIA.

Capt G F Blowers, Officiating Deputy Bheel Agent and Political Asst, Maunpore, received charge of the office of the Bheel Agent and Political Asst, Sirdarpore, and Commandant of the Malwa Bheel Corps, on the forenoon of the 30th Aug 1873, in accordance with G G O G, No 1852, dated 25th Aug 1873.

NEEMUCH (STATE) RAILWAY.

With reference to this Office Notification No 41, dated 25th Aug 1873, Mr H B Addis, Asst Engr, 1st grade, having returned to duty on the afternoon of the 2nd Sept 1873, the remaining portion of the privilege leave from 3rd to 22nd Sept 1873, is cancelled.

INDUS VALLEY (STATE) RAILWAY.

Mr R McH Mollise, Asst Engr, is transferred from the Kotree to the Mehur Division, Lower Sind District.

RAJPOOTANA (STATE) RAILWAY.

With reference to *Gazette of India* Notification No 420E, dated 9th June last, Mr Henry Vacher, Asst Engr, 1st grade, Personal Asst to the Suptdg Engr, Agra District, Rajpootana (State) Railway, returned to duty on the forenoon of this day, the 9th Sept 1873, from the privilege leave granted to him in Notification No 380E, dated 27th May last.

Mr T L Jones, appointed by Government of India Not fication No 531, dated 16th Aug 1873, a probationary 3rd grade Accountant, and posted to the Rajpootana (State) Railway, reported himself to Contro'er at Agra on the 8th instant.

PUNJAB NORTHERN (STATE) RAILWAY.

Notification No 81, dated 26th July 1873, of Mr Asst Engr W Foster having passed the examination in colloquial Hindoostani, is cancelled.

## POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

| | Date. | Mail. closes. | Arrival. |
|---|---|---|---|
| United Kingdom ..... | Sept. 19 | 3-30 P.M. | 4-30 P.M. |
| Kurrachee ..... | ,, 17 | 11 A.M. | 12 A.M. |
| Persian Gulf via Kurrachee.. | ,, 26 | 11 A.M. | 12 A.M. |
| Australian ..... | ,, 20 | 4-30 P.M. | No after packet. |
| China ..... | ,, 22 | 4-30 P.M. | packet. |
| Mauritius, Reunion, &c..... | ,, 26 | 3-30 P.M. | 4 30 P.M. |
| Zanzibar ..... | ,, 26 | 3-30 P.M. | 4-30 P.M. |

CHINA MAILS.

The China Mail Steamers, for the second half of the current year, will leave Bombay as follows :—

| | | | | |
|---|---|---|---|---|
| | 4 P.M. | | | 4 P.M. |
| Monday ..... | Sept. 22 | Tuesday..... | Dec. | 2 |
| Tuesday ..... | Oct. 7 | ,, ..... | ,, | 16 |
| ,, ..... | ,, 21 | ,, ..... | ,, | 30 |
| ,, ..... | Nov. 18 | ,, ..... | Jan. | 13 |
| ,, ..... | ,, 4 | | | |

Registered letters will be received until 1 P.M. on the respective days.

AUSTRALIAN MAILS.

Dates of departure from Bombay of the Australian Mail Steamers for the remaining months of the present year :—

| | | | |
|---|---|---|---|
| Saturday ..... | Sept. 20 | Saturday ..... | Nov. 15 |
| Monday ..... | Oct. 18 | ,, ..... | Dec. 13 |

MAURITIUS MAILS.

Mails from Bombay to Mauritius and Reunion will be despatched as noted below :—

| *Regular dates.* | | *Supplemental dates.* | |
|---|---|---|---|
| Friday ..... | Sept. 26 | Monday ..... | Oct. 6 |
| Monday ..... | Oct. 27 | ,, ..... | Nov. 3 |
| ,, ..... | Nov. 24 | ,, ..... | Dec. 1 |
| ,, ..... | Dec. 22 | ,, ..... | ,, 29 |

POSTAGE ON LETTERS FOR ZANZIBAR.

Under a Treasury Warrant received from Her Majesty's Post Master General, the postage on letters for Zanzibar forwarded via Bombay to Aden by the Mail Steamers of the P. and O. S. N. Company, and thence by the B. I. S. N. Company's Vessels, is increased from 4 annas to 8 annas per half ounce.

2. Prepayment in full by this route is compulsory.

3. Letters forwarded by this route and by the continuation of the line to Mozambique, Delagoa Bay, Natal, and the Cape of Good Hope, will also be subject to an increase from 4 annas to 8 annas per half ounce.

4. Prepayment in full by this route is compulsory.

5. Letters forwarded by this route can be registered only for Natal and the Cape of Good Hope, the registration fee being 4 annas per cover.

Mails will be despatched as under :—

Friday ..... Sept. 26 Monday..... Nov. 24
Monday ..... Oct. 27

## THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

| | | | |
|---|---|---|---|
| Subscription for One Year (*Post Free*).....Rs. | 42 | 0 | 0 |
| Half Year ..... *ditto* ..... ,, | 24 | 0 | 0 |
| Three Months ..... ..... *ditto* ..... ,, | 14 | 0 | 0 |
| One Month ..... *ditto* ..... ,, | 5 | 0 | 0 |
| One Week ..... *ditto* ..... ,, | 1 | 8 | 0 |

The above rates are for subscriptions paid *in advance*.

## "BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Peli Mail Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes* ; specially-written Money and Commercial Market and Freight Reports ; Leading Articles on the principal topics of discussion in India ; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

*A specimen copy will be sent on receipt of address.*

Subscription for One Year, *Post Free in India*, Rs. 12. Postage to England, Rs. 6-8 per annum.

## BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

| | | | |
|---|---|---|---|
| Per Annum ..... | Rs | 10 | 0 |
| Per Copy ..... | ,, | 0 | 4 |

## *TO RESIDENTS OF POONA.*

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. THACKER & Co.'s, or Messrs. PHILLIPS & Co.'s, POONA, price, 4 annas. Also, on Saturdays the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

## DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

JAMES—September 14th, at Parell, the wife of Mr. Thomas James, of a son.

OTHER PRESIDENCIES.

BIRTHS.

FLETCHER—September 9th, at Nynee Tal, the wife of Major Charles Fletcher, 1st Bengal Cavalry, of a son.
HUME—September 7th, at Chorat, the wife of Colonel Hume, C. B., 55th Regiment, of a daughter.
HYNDMAN—September 10th, at Mussoorie, the wife of P. K. Hyndman, Executive Engineer, Umballa, of a son.
WOODHOUSE—September 11th, at Dinapore, the wife of Lieutenant H. O. Woodhouse, B. S. C., 9th N. I., of a daughter.

MARRIAGE.

COOKE—JOHNSON—At St. John's Church, Nynee Tal, by Rev. W. H. Tribe-Gordon, Henry Cooke, Assistant Superintendent of Survey, son of Colonel R. M. M. Cooke, Cheltenham, to Mary Jane, eldest daughter of W. H. Johnson, Esq., Joint Commissioner of Ladak.

DEATH.

ROWE—September 10th, at Barrackpore, Fancy Blanche, the beloved child of Richard and Fancy Rowe, aged 1 year and 12 days.

*The Daily* "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."


# The Bombay Gazette.

WEDNESDAY, SEPTEMBER 17, 1873.


THE months of September and October are always most trying for Europeans in India ; and those who have sufficient means, and who reside in Bombay, generally make an exodus to the hills then if possible. In former years these sanitariums as a rule were only resorted to during the months of March, April, and May, as it was an accepted idea that residence on elevated ghauts during the other nine months of the year was not healthy. The experience of the past twenty years, however, has proved that the climate of mountain tops in India may be enjoyed with safety and benefit for a period of seven or eight months out of the twelve. Medical men are now satisfied that change of air and mountain life are the best preventives against those ailments which English persons suffer from who have to reside in the plains. Is it not then an extraordinary thing that so little has been done to provide accommodation at our hill stations for the masses of English people who cannot afford to pay exorbitant rents for furnished or unfurnished houses, and whose slight income precludes them from using expensive hotels? Practically speaking, Mahableshwur, Matheran, and Mount Aboo are preserves of health, and pleasure spots within the reach only of rich people, consequently persons with small salaries or limited private resources cannot at present avail themselves of their advantages. But there is no just reason why this should be so, for if a capitalist of enterprise and energy were only to come forward and advance the money, quarters might be built at our hills for a very little outlay, of a description which would provide for a great pressing public want, and yet be highly remunerative to the person who so invested his money. Labour is procurable in the valleys below these hills in any quantity and at a very low rate of wages. Stone and timber are obtainable on the spot, and so bills for carriage of materials would not largely swell the cost of construction. But if no one person will attempt the venture as a private enterprise, how is it that our leading men in Bombay do not start a company by aid of a subscribed capital and issue shares of a moderate size ?

The fact is that the hill stations of India and their house accommodation are in the hands of a few wealthy persons who either rent or own them, and they discourage the proposal of allowing the classes with whom they do not mix to enjoy the cooling breezes of high altitudes at their favourite resort of dangling idleness where big wigs are idols of worship. They don't want people who are not in "their set" to invade their croquet grounds, to gallop Deccan tattoos on roads which they consider they have the sole monopoly of, or to appear at the station church to which they resort oftentimes out of pride and for the appearance of fashion. Looking candidly at our national duties in a foreign land it does appear that English people of wealth have done very little in India for their poorer fellow-countrymen. The Hindoo sowcar spares largely of his income to build dhurumsalas and rest houses for the reception of the weary native traveller, but the poor white man, who is stranded in Hindoostan or travelling through the country, could not find a cover from the sun or a shelter from the rain in any of our large cities or hill stations except upon payment or upon a scanty sufferance, which lowers him in the eye of the races over which we rule and to whom we are supposed to be an example. We are, however, not dealing to-day with the question of loaferism, sad and painful as are the terrible phases connected with the European pauper crowd which is hid away from our view in the dirty lanes of this city, a few members of which are inmates of its jails, some for crime, while others pine away their existence there or in Government work-houses, because they have not a place to lay their head, an anna to purchase bread, or interest to obtain an appointment. Our remarks to-day are with special reference to sanitariums and house room for persons who are not entitled to Government quarters at our hill stations and who are in respectable circumstances but cannot afford from Rs. 600 to Rs. 1,500 for a bungalow for the hot season, and are thus condemned to suffer on in the suffocating heat of the plains. This class of persons includes many officers of the civil and military services as well as non-official civilians. At the present moment this city contains a large European population of men, women, and children who never leave it for a change of air ; simply because there is no place for them to go to. The fathers of many of these families would gladly pay a rent of from thirty to fifty rupees per month, or even more, if they could secure house room at the hills and the means of travelling were made more easy and the cost less. We all know the benefit secured to the constitution of young and old people by a run in the country. Look any Sunday at the children of the Bombay Education Society when in church at Byculla before and after they have returned from their annual trip to Khandalla. The difference is marked, and proves what air and change of scene can accomplish. The reports of the Aboo Lawrence School show that the children of that noble institution are "hardly inferior "to the majority of school children at home," and that they enjoy the picturesque scenery, play at English games, and sleep well at night. With these facts before us, we must say we are surprised that the English people resident in Bombay do not as a public matter and as a grave necessity establish a good day school at Mahableshwur or Panchgunny and build quarters where their families might reside half the year and receive the benefits of education as well as be braced up by a good climate. Panchgunny is peculiarly well suited for residence during the entire twelve months, and we have often wondered why its attractive features have been so long overlooked by Government. The late Mr. Chesson some years ago published a good account of this place, and showed that from its small rainfall and the absence of too gross a growth of vegetation it was free from malarious evils and the trying illnesses of cities and camps, consequently it was well suited for barracks, sanitariums, or for schools. But we are not tied down to any particular range of hills, and if cheap quarters could not be established at Mahableshwur or Matheran owing to class opposition, we do not see why some of the fine hills skirting the Poona railway line, or those stretching away down the coast near the Mhar river, should not be utilized. The opposite side of this harbour possesses many high and verdant hills where Europeans might erect bungalows and establish gardens, although perhaps they do not stand as high above the sea as is desirable, or exhibit a daily temperature as bracing as the Mahableshwur range. Still while this is so, their climate, as compared with that of Bombay, is so marked a change that great and beneficial results might be hoped for were they built upon ; while their near vicinity to Bombay would overcome the great objection which arises from the cost of a journey to the summit of the Deccan ranges. A writer in these columns upon a former occasion advocated the construction of a cheap line of railway from Poona to Mahableshwur, and advised that such might be made upon the principle of Fell's Mont Cenis Line, which mounted and descended that huge mountain with swiftness, ease, and safety. The arguments against a railway to Mahableshwur hitherto have been based upon the alleged fact that the country through which the line would pass would not render the scheme self-supporting or pay for the cost of construction and the interest on the capital subscribed, and that it would be an improper thing for the State to run any risk, seeing that the coach traffic from a paucity of passengers would bring in no revenue, and that it would only prove a luxury to the Governor, Commander-in-Chief, their staff, and the few visitors who frequent Mahableshwur. Many persons on the contrary think that the line would pay, as it would become the carrier of the produce of the adjacent country. But we never suggested the construction of an expensive line, and for the present we would be satisfied with a narrow gauge tramway that might be worked on trial with Deccan ponies, while still be available by the nature of its construction for small engines. Thus the cost of coal would be avoided at starting, and in the infancy of the undertaking sheds erected at a small cost might be made to do duty for stations, while the rails might be laid upon the present splendid road from Poona as far as Panchgunny, the point where the country ceases to be thickly populated. If success attended the project the line might be carried on the nine or ten remaining miles to Mahableshwur, the road being most excellent. We think Panchgunny just the place where barracks and schools should be erected, and with rails laid down from Poona troops might be moved with ease at short notice.

Our suggestions are merely thrown out in a rapid and rough form, and we leave the ideas we have expressed to be worked out in figures by some practical engineer : still we think that if a company were formed to construct a tramway from Poona to Panchgunny or on to Mahableshwur afterwards, and the double feature were included, viz., the building of suitable quarters for the habitation of Europeans at both of the places we have named and also at Matheran, in a monetary point of view it would not prove a bad speculation. We of course are aware that working expenses, maintenance, renewals, and repairs are terrible enemies to all novel projects, but here we have grand objects in view, and if plenty of quarters were built and they were let at a moderate rent we should obtain a steady income for them. Of course the rent so obtained would only be as a drop of water in the ocean as compared with the cost of making and keeping up a tramway ; but if the country alluded to would feed a line of railway, constructed and carried out in the first instance in the miniature form we suggest—and the Political Officers of the Sattara district could easily tell us the probability about this—we think there is room for further thought and enquiry upon this subject. It should be recollected that our idea is to use the ready-made road and the bridges now in use. The rail might be laid on one side, and existing cart traffic be still permitted. This road was constructed at fabulous expense, and was sanctioned by Government on the plea that it was essentially necessary as a vein to carry down the large grain produce of the country through which it passed. It would be therefore fallacious now to argue that this district would not support a tramway made upon an existing road, for the chief expense of it would only be the supply of materials, the salaries of officers, workmen, and servants, and we all know that goods and passengers can be carried cheaper on rails than upon macadamized roads. Let then the great Poona road to Mahableshwur, which cost so much money, be made really useful at last, and let some enterprising company or person come forward and build a couple of hundred small quarters for the use of visitors at Mahableshwur and Matheran. Without a rail line the erection of bungalows would not pay, for people would want to go to and fro travelling. A road is under construction from Mahableshwur to Mhar, but we doubt if it will ever be completed, and it is likely to be nicknamed Fitzgerald's Folly ; but even if ever it were finished, as Mhar must be reached by sea, many people would not adopt that route, so that a railway or tramway would be popular and a more speedy way of travelling.

No doubt if these rough suggestions are ever taken up, a long time must elapse before any action can be taken to give effect to them, and it strike us that a contractor might make a very good profit by constructing temporary jowlee bungalows for the use of visitors now that the rains are nearly over. Our Mahableshwur correspondent last season described a small set of quarters built by a visitor, and which, consisting of one room, a kitchen, and stables, were erected for Rs. 40, and were used in connection with tents. We think that a very superior class of jowlee hut habitations with three or four rooms might be put up for a couple of hundred rupees. The materials are at hand on the hill, and there is not much expense attending the building, so

## BOMBAY.

MEDICAL SUBORDINATE EXAMINATION.—There were fourteen candidates at the Medical Subordinate examination, which commenced at Surat on the 10th inst.

AN OLD WORK ON THE JAIN RELIGION.—Dr. Bühler, Educational Inspector, Northern Division, has obtained a copy of a very old work on the Jain religion from Limree, in Kattywar.

A BRIDGE OVER THE STREAM OF OODNA.—It is proposed to erect a bridge over the stream of Oodna, near Sucheen, in the Surat collectorate. The cost is estimated at Rs. 10,000, and it is to be defrayed from the Local Funds.

CONVICTION ON A CHARGE OF PERJURY.—A Hindoo has been sentenced by Mr. Walker, Assistant Session Judge of Ahmedabad, to three years' rigorous imprisonment, on a charge of giving false evidence in a judicial proceeding.

A DESERTER.—At the Fort Police Court yesterday, before the Senior Magistrate, John Green, a seaman of the British ship Walter Scott was charged with deserting from the ship. He was convicted and sentenced to a week's rigorous imprisonment.

DRUNK AND DISORDERLY.—John Robinson, a European, was charged before the Senior Magistrate yesterday with being drunk and disorderly in a place of public resort, and was fined Rs. 20, with the alternative of a week's rigorous imprisonment.

THEFT.—Yesterday at the Girgaum Police Court, before Mr. Dosabhoy Framjee, Bandee, woman, was convicted of stealing gold and silver ornaments, of the aggregate value of Rs. 49, belonging to one Purshotum Nuthoo, and sentenced to three months' rigorous imprisonment.

A NOTED THIEF.—A Maratha named Babajee Urjoon was yesterday sentenced by the Senior Magistrate to one month's rigorous imprisonment on a charge of being found between sunset and sunrise loitering in a gully at Dhobie Talao, without giving any satisfactory explanation of himself.

THE CASE OF THE PARSEE PRIEST OF NOWSAREE.—This case which was forwarded to Surat by Colonel Phayre, Resident at Baroda, for investigation, came on for hearing on the 8th inst. before Mr. Hope, the District Magistrate. After the examination of the complainant the case was adjourned for further enquiry.

A VERY SATISFACTORY ARRANGEMENT.—We stated the other day that a man of the Gosavee caste had been arrested at Ahmedabad on a charge of kidnapping a woman of the Coonbee caste. The charge against the accused has been withdrawn, he having made over the woman, with her ornaments, worth Rs. 1,000, to her husband.

DANGER OF LOADING CHILDREN WITH ORNAMENTS.—A Hindoo named Waljee Fackeer, a notorious character, was yesterday charged at the Girgaum Police Court, before Mr. Dosabhoy Framjee, with stealing a gold ear ornament, of the value of Rs. 12, from a Hindoo lad named Hunsraj Raising. From the evidence adduced before the Court it appeared that the boy had been enticed away by the prisoner and robbed. The prisoner was subsequently arrested by a police peon with the stolen ornament in his possession. The prisoner had nothing to urge in defence. The magistrate convicted the offender and sentenced him to six months' rigorous imprisonment.

THE CASE OF THE "ECHO PORTUGUEZ."—Yesterday at the Criminal Sessions of the High Court, Justiniano F. Couto and Cowasjee Pestonjee, who have been committed on a charge of defaming the Rev. J. C. Pereira in the columns of the *Echo Portuguez*, applied to the presiding Judge that their case be traversed to the next Sessions on the ground that they were not prepared with their defence, and that the articles and letters on which the charge of defamation was founded had not been officially translated. The first defendant stated that he had published an apology on the 22nd August and again on the 6th inst. Mr. Ferguson for the prosecution opposed the application, remarking that the apology was published after the summons had been taken out, and that there was not a single fact mentioned in defendant's affidavit why the case should be traversed. The defamatory matter, which had been translated, was of the most gross character; and no apology could be any recompense to the prosecutor. In reference to a former libel against the Vicar they published an apology, and within two months they had published another libel. His Lordship said he could not grant the application; but he would give defendants an opportunity of preparing their defence by directing that their case should be taken last. The defendants thanked his Lordship and retired.

## THE PARSEE DISCONTENTS.

THE Parsee discontents seem determined to put to the blush the Trustees of their Punchayet fund. We are afraid they are overdoing the thing much in making a declaration of open antagonism to the views of the heads of their community. The *Rast-Goftar* publishes an account of a private meeting of a few of the 5,000 requisitionists held at the residence of Mr. Sorabjee Jamsetjee Jejeebhoy, to consider what steps should be taken in reference to the reply of the Trustees to their requisition. Mr. Sorabjee Jamsetjee was called to the chair. In the opinion of sensible persons, Mr. Sorabjee has been badly advised in leading an organised opposition against the Trustees, the chief of whom is his own brother, Sir Jamsetjee Jejeebhoy. The Chairman having explained the object of the meeting, it was first addressed by Mr. Muncherjee Hormusjee Cama, who said wisely and well that since the termination of the Towers of Silence case it was his opinion that the less said of the unfortunate business the better it would be for the Parsees. Mr. Muncherjee added that he signed the requisition on its being represented to him that the Trustees themselves desired a requisition to be sent in. This was probably a misrepresentation; and if it was made to Mr. Muncherjee, it is just possible it was made to many others who signed the requisition. Mr. Hormusjee Dadabhoy, pleader, was the next speaker, and he thought that, though the reply of the Trustees was not satisfactory, it was desirable for the Parsees now to remain quiet. Mr. Sorabjee Shapoorjee Bengalee was of the same opinion. Dr. Ardaseer Jamsetjee Bhajiwalla expressed very strong displeasure at the reply; but shewed his reluctance to doing any thing further. Mr. K. N. Kabrajee, after animadverting severely on the conduct of the Trustees, exhorted his brethren not to let the matter drop, but to address another letter to the Trustees in the hope of bringing the subject, indirectly at least, to the ears of Government. Eventually it was resolved by a majority of votes that Mr. Sorabjee Jamsetjee Jejeebhoy and Mr. Nowrojee Manockjee Wadia should be requested to call a meeting of all the requisitionists and of those who coincided with their views in order to decide whether or not a reply should be sent to the letter of the Trustees. Mr. Sorabjee Shapoorjee Bengalee, Mr. Hormusjee Dadabhoy, pleader, and Dustoor Peshotanjee Byramjee did not vote in favour of the proposition.

## POOR HURRYVULLUB'S LAMENTABLE ENDEAVOURS TO GET A WIFE.

YESTERDAY at the Fort Police Court, before the Senior Magistrate, Mr. B. M. Weglé, barrister, appeared on behalf of a Hindoo named Hurryvullub Rughoonathdas, who lives at Malabar Hill, and laid an information against one Jugjeevun Hemjee and Ladcooverbai, woman, whom he charged with cheating and obtaining money under false pretences.

Hurryvullub Rughoonathdas said—I am by caste Dosmo Simalee, Gogaree Banis, and I reside at Walkeshwar, in Bombay. I live upon my property. I have a wife and one widowed daughter, but no son to inherit my property. I know one Ladcooverbai, widow of Mody Kuttonjee Roopjee, and her brother Jugjeevun Hemjee. They are of the same caste as myself. They are also like myself leading members of our caste. In or about the Samvut year 1918-19, the said Ladcooverbai and the said Jugjeevun Hemjee proposed to me to consent to be married to a young girl to be chosen and selected by them in order that I might get a son. I consented, and they obtained a solemn promise from me not to marry a girl that was not selected by them. In consequence of this arrangement the said Jugjeevun Hemjee on or about the 10th of Magsur sood Samvut 1918, left Bombay, and went to Gogo, Bhownuggur, and though several members of our caste at Bhownuggur expressed desire to get their daughter married to me and proposed terms for betrothal, the said Jugjeevun Hemjee refused to accept the said offers, and thereupon some of them complained to me by letters and some sent verbal offers through relations and friends. I reprimanded Jugjeevun Hemjee by letter, and received a reply from him to the effect that he was attentive to the business he had undertaken for me, and he wrote requesting me not to accept any of the offers made to me as will more fully appear from his letter when produced. Shortly afterwards I received a letter from him requesting me to go to Surat for my betrothal, and see one Vithul Dama. I went accordingly to Surat and saw Vithul Dama, and he made me stay there for about five months at an outlay at about Rs. 400. There was no betrothal, and so I returned back to Bombay. About nine months after this, that is to say, in Samvut 1919, Jugjeevun Hemjee and Ladcooverbai again requested me to go along with them to Gogo, Bhownuggur, and solemnly promised to get me married to one Zamak, the daughter of Vithul Dama, and I had to undergo an expense of Rs. 850 or thereabouts, though they were fully aware at the time they asked me to go with them that the said Zamak had already been properly and legally betrothed to another individual named Bhunna Nuthoo, and could not therefore be betrothed to me. I went to Gogo and had to return to Bombay without getting myself married to the said Zamak. I thereupon threatened to bring a suit against the said Jugjeevun Hemjee and Ladcooverbai for damages for the wrong done to me as above stated. To avoid the said suit and to ruin my reputation in the caste the said Jugjeevun Hemjee and Ladcooverbai resolved, in the presence of witnesses, to make another fictitious proposal and thereby cause me further expense and outlay. I have been since informed and believe by persons who were present when the above resolution was made by the said Jugjeevun and Ladcooverbai that they agreed that one Jiji should be proposed to me, and after a fictitious betrothal was entered with me, and monies obtained from me, the said Jiji should be clandestinely married to another individual. In consequence of this secret arrangement, in or about Samvut 1920 they proposed to get me married to one Jiji, neice of Bai Ladhee, and took me to a bungalow at Wageshwari, near Parel, and showed me the said Jiji. The said Jugjeevun appeared to act on my behalf and proposed terms for my betrothal with the said Jiji to Bai Ladhee, and on the 5th of Vysack vud Samvut 1920 a marriage contract in writing was executed between me and one Gordhan Jaichund, the uncle of the said Jiji, girl, in the presence of several witnesses, as will more fully appear from the said marriage contract. The said Jugjeevun and Ladcooverbai caused the said Gordhan Jaichund to perform the ceremony of my betrothal with Jiji. Jugjeevun Hemjee thereupon obtained the sum of Rs. 1,500 to be spent in making ornaments for Jiji as my future wife. After this the said Jugjeevun and Ladcooverbai caused the said Jiji to be removed from Bombay to Oorun to prevent the betrothal being completed by marriage. I am informed and verily believe that criminal proceedings were instituted in the Court of the Deputy Magistrate, Tanna, by the said Gordhan Jaichund to recover the person of the said Jiji, and that the said Jugjeevun and Ladcooverbai, entered into an arrangement, induced the said Gordhan to withdraw the said proceedings. In pursuance of that arrangement Jiji was handed over to Jugjeevun Hemjee and Ladcooverbai to be kept by them till her marriage with me was completed. It being intimated to me that Jugjeevun Hemjee and Ladcooverbai intended to remove the girl Jiji again from Bombay, I wrote a letter to Jugjeevun Hemjee and was informed by him in reply that there was no intention of removing the said Jiji from Bombay. I am informed and believe that Jugjeevun Hemjee and Ladcooverbai clandestinely caused the said Jiji to be married to one Khooshal Girdhur in or about 1922 at Worlee. I therefore charge Ladcooverbai, widow, and Jugjeevun Hemjee with cheating and obtaining money under false pretences, and pray that they may be dealt with according to law.

On the 3rd inst. a summons was granted by the Magistrate against Jugjeevun and Ladcooverbai on Mr. Mooljee, solicitor for the prosecutor, undertaking to lodge an information. The above information was accordingly laid yesterday.

## THE FOURTH CRIMINAL SESSIONS.

AT the Criminal Sessions of the High Court yesterday, the following case was tried before Mr. Justice Marriott and a Common Jury:—

FRAUD BY AN EMPLOYEE OF THE B. B. AND C. I. RAILWAY.

Fuckeerbhoy Govindjee, goods station master in the employ of the B. B. and C. I. Railway Company at the Grant Road station, was charged with criminal breach of trust and cheating, in that he, on the 22nd August last, made a false entry of Rs. 11 5-4 as the amount received by him from one Purmanund Kevuldas in respect of freight due on two waggons load of firewood brought from Golwad to Bombay, whereas the amount actually received by him (prisoner) was Rs. 15-5-0, leaving a difference of Rs. 3-15-8, of which he defrauded the company; and further that he made another false entry of Rs. 22-10-4 as the amount received from the same person for two more waggons load of firewood, whereas the amount actually received by him was Rs. 28-10-3, leaving a difference of Rs. 5-15-11, of which prisoner defrauded the company. There were other heads of charge ringing the changes on the above two counts of the indictment. Mr. Ferguson, instructed by Messrs. Prescot and Winter, appeared for the prosecution. Mr. Inverarity, instructed by Messrs. Rimington, Hore, and Langley, appeared for the defence.

Mr. Inverarity argued, before the prisoner was given in charge, that as the charges at present stood, the indictment was bad and in itself repugnant. He must be charged with some certain offence. He was charged with cheating A., and he was told "If you have not cheated A. you have cheated B." He was not told what case he had to meet.

His Lordship said one constantly found that to be the case when charges as to the property of different individuals were joined. It appeared to his Lordship there was a fair case on the indictment.

Mr. Inverarity—I do not dispute there may be different offences joined, but what I submit is that the offences must not be repugnant to one another.

His Lordship overruled the objection, and, at Mr. Inverarity's request, took a note of the objection.

Mr. Ferguson, in addressing the jury, said the facts which brought the charge home to the prisoner were as follows. A merchant named Purmanundas Kevuldas was in the habit of getting firewood from Golwad to the Grant Road station of the B. B. and C. I. Railway Company. Firewood is the principal article despatched from Golwad, near which there are large forests. On the 2nd August last, prosecutor gave to the company at the Golwad station two waggons load of firewood to be brought to Bombay. There is no weigh bridge at Golwad, and the practice has been to enter a nominal weight of four tons equal to 108 Bengal maunds. Even though the weight be less, the company charge for four tons, which is the lowest weight they enter. The charge for four tons is Rs. 11-5-4. The waggon is weighed at the Grant Road station, and the person whose duty it was to weigh was the prisoner. It was also part of his duty to enter the weight in the delivery book. At the Golwad station, prosecutor was given a consignment note, which was a receipt for the goods he entrusted to the company, and in which a nominal weight of four tons is entered. The station master at Golwad prepares an invoice, which is given in charge of the guard who brings the goods to Bombay. The guard hands over the invoice to the prisoner, who copies it in the delivery book and makes it over to the owner of the property. On 26th August, Purmanund went with a broker named Ahmed Oomar to the Grant Road station, and the latter applied for the firewood and asked prisoner how much was to be paid for the freight. Prisoner said Rs. 15-5-0. They paid the money and got a receipt from prisoner as well as a gate pass, and took the goods away. The prisoner's cash book would be produced, and the jury would see he had entered only Rs. 11-5-4 as the amount charged for freight. That entry was in his own handwriting and was signed by him. The broker would produce an account showing that he paid prisoner Rs. 15-5, and that the firewood weighed sixteen candies. The real weight of the waggons was 7½ instead of the four tons entered by prisoner in his book after weighing the firewood. Towards the end of August, prosecutor again went to Golwad and gave to the company two more waggon loads. A consignment note was given to him, and an invoice was given to the guard who, on the arrival of the train at Grant Road, handed it over to the prisoner. It was the prisoner's duty to weigh the wood and enter the weight in the delivery book and in the receipt. The jury would hear from Purmanund and from Ahmed that they paid Rs. 28-10-3 for the freight of the firewood; and that statement would be corroborated by the entries in the account books of Ahmed. In this instance also, the weight was really sixteen candies, and instead of four tons the prisoner ought to have entered 7½ tons in the delivery book and the receipt. The freight due to the company for freight in each case was much in excess of the sum received by the prisoner. The learned counsel urged that, if the proper weight had been entered, the prisoner had defrauded Ahmed; and if less weight had been entered, then he had defrauded the company; or it might be said that both had been defrauded. It was entirely a question for the jury to deal with upon the evidence. The learned counsel then replied briefly to Mr. Inverarity's objections to the indictment.

Evidence was then led for the prosecution.

Mr. Inverarity, in addressing the jury for the prisoner, submitted that the evidence against his client was not at all satisfactory. The entries in the account book of Ahmed Oomar, upon which the prosecution in a great measure rested, were, to say the least of them, suspicious; and the learned counsel submitted that the account had been got up for this case. There was no account produced by Purmanund, although he was said to be a merchant. It was a circumstance to be borne in mind that the prisoner had borne a very good character for many years as goods station master, in which capacity he received a good pay; and it was highly improbable that he would commit a fraud upon the company for such a paltry sum as three rupees in one instance and five rupees in another. Finally, the learned counsel submitted that the so-called "police case" and that was shewn by the fact that Purmanund was temporarily residing at the house of Motiram, a railway police officer.

His Lordship having summed up the evidence with comments upon portions of it, the jury, after a short consultation, returned a verdict of not guilty, and the prisoner was released on his former bail, as the Railway Company intend to proceed against him on other charges.

## HIGH COURT DECREES.

THE following suits were heard before Mr. Justice Green yesterday:—

SEWRAM KOOSHALCHUND V. RUTTONSEY SOONDERJEE AND CO.

Mr. Macpherson, who held Mr. Lang's brief, applied for an adjournment of the hearing of this suit until the first short cause day after the vacation. Mr. P. M. Mehta consented on behalf of two of the defendants. Application granted. Summons to be amended and served on the other defendants.

RAMCHUNDER MEGHA V. GUNPUT BACHORA.

Mr. Lang applied on behalf of the defendant for the suit to be transferred to the long-cause list or for an adjournment. The plaintiffs were money lenders, and held three promissory notes of the defendant for Rs. 2,181-15-0. The latter had filed an affidavit in which he alleged that he had a good defence to the suit on the ground of fraud, false misrepresentation, and want of consideration. He alleged that he had only been paid Rs. 1,100 at the time of executing the notes, and he desired to have inspection of the plaintiff's account books in order to prepare his defence.

Mr. Tyebjee opposed the application, but his Lordship granted a fortnight's adjournment, remarking that interest at 48 per cent. per annum had been charged. Defendant to file his written statement within ten days and serve a copy on the solicitors on the other side.

KESSOWJEE NAIK V. ALFRED PRESTON.

Mr. Hart applied for an adjournment of the hearing of this suit for two months on the ground that the summons had not been served. Application granted.

SUMMARY SUIT.

GUNESH MAHADEW V. JUGJEEVUN HEMJEE.

Mr. Lynch appeared for the plaintiff. The suit was brought on two promissory notes which had been endorsed over to the plaintiff by the original holders. Defendant had promised to pay, but had failed to do so. Decree for Rs. 1,370 with interest at 9 per cent. from the 1st of July last till judgment, costs, and 6 per cent. till satisfaction of decree.

HEERJEE KHIMJEE AND ANOTHER V. CHINOY MEERA MOHIDEEN.

Defendants had filed their schedule in the Insolvent Court, admitting the plaintiff's claim. Decree for Rs. 2,091 with interest at 9 per cent. from the first of June last till judgment costs, and stay of execution until further order.

VEERJEE JAIRAM V. VULLUBDASS JETHA AND ANOTHER.

Mr. P. M. Mehta for the plaintiff. The hearing was adjourned for one week in order that some Canarese documents relating to the service of summons might be translated.

THUCKER MOHUNJEE NANJEE V. THUCKER CANJEE PRAGJEE.

Mr. Macpherson held Mr. Lang's brief. Service of summons on the defendant at Mandvee, Kutch, per post, was proved. The suit was brought on an adjusted account signed by the defendant. Decree for Rs. 2,100 with interest at 9 per cent. from the 13th August 1870, costs, and interest on judgment at 6 per cent.

NURROTUMDAS COOBERDAS V. MEYA SHABOODEN AND OTHERS

Plaintiff appeared in person. The suit was brought on a promissory note signed by the defendants. Nothing had been paid on account of either interest or principal. Decree for Rs. 1,000 with interest at 9 per cent. from the 10th November 1872, Rs. 50 as costs, and interest at 6 per cent. on decree till payment.

DINSHAH BHICCAJEE KHAN V. ARDASEER DHUNJEE BANDELA.

Mr. Lynch appeared for the plaintiff. Defendant appeared in person and produced an extract from his schedule filed in the Insolvent Court admitting the amount claimed. Decree for Rs. 7,972-9-9 with interest at 6 per cent. from the 16th August 1873, costs, and stay of execution till further order.

VUNNA DULLA V. VENAYEKRAO HURRTCHUND.

Plaintiff in person. The action was on three promissory notes signed by the defendant. Nothing had been paid on account. Decree for Rs. 1,253 with interest at 9 per cent. on Rs. 899 from the 27th August 1869 and on Rs. 459 at the same rate from the 5th August 1870 till judgment, costs, and 6 per cent. on decree till payment.

## SHIPPING ITEMS.

THE s.s. PEARL, 366 tons, Captain C. Doert, sailed yesterday for Cutch with a general cargo and one hundred and fifty-five deck passengers.

THE BARQUE NUSSUR MUJEET, 677 tons, Nacoda, arrived in harbour yesterday from Jeddah and Hoodooda (August 19th) with a general cargo and fifty-two pilgrims.

THE SHIP BRITISH NATION, Captain A. Carnell, arrived in harbour on the 14th instant from Calcutta (July 23rd) with a cargo of 18,100 bags rice, 2,187 bags sugar, 283 bales and 1,350 bundles gunnies, 5 kegs tobacco, 492 bales jute, 100 cases cognac, 15 bags drugs, 35 bundles twine, 13 cases benjamin, and 109 bales patcha patti. The vessel is consigned to Messrs Finlay, Scott & Co.

THE SHIP LADY LAWRENCE, 1,407 tons, Captain Avenstone, which arrived in harbour on the 15th inst. from London (June 7th), brought a cargo of 600 cases brandy, 130 bales pasteboards, 128 cases wine, 5 hogsheads spirit, 258 packages papers, 1 case candles, 2 cases woolens, 4 cases perfumery, 20 cases cologne water, 1 cases glass, 13 casks paint, 5 casks chinaware, 205 cases oilmanstores, 1 cascut glass, 55 cases bottled beer, 5 casks padlocks, 1 case porcelain, 1 case collars, 2 cases books, 10 cases lead stand, 1 case hardware, 1 cask enamel, 8 casks ink, 93 cases provisions, 1 case toys, 3 packages earthenware, 25 cases chests, 127 cases window glasses, 1 case safes, 6 casks rice bowls, 2 casks bricks, 6 cases biscuits, 2 cases wicks, 9 cases sauce, 1 case cards, 1 bale hemp, 3,100 hogsheads porter, 249 packages necessaries, 1 case lights, 106 packages lighthouse lanterns, 292 packages machinery, 10 cases open waggons, 20 cases iron work, 24 packages wheels and axes, 50 packages wire, 1 case hats, 1 case wire staples, and 3,123 iron rails. The vessel is consigned to Messrs. Wallace and Co.

STATE OF THE TIDE AT BOMBAY.

| HIGH WATER. | | SEPTEMBER. | LOW WATER. | |
|---|---|---|---|---|
| Time. | Height. | | Time. | Height. |
| H. M. | FT. IN. | | H. M. | FT. IN. |
| 9 8m | 5 3 | Wednesday ... 17 | 1 56m | 3 4 |
| 8 56a | 6 1 | | 3 25a | 1 4 |
| 9 56m | 4 1 | Thursday ..... 18 | 3 9m | 3 8 |
| 9 56a | 2 8 | | 4 12a | 2 5 |
| 10 32m | 4 8 | Friday ..... 19 | 4 0m | 4 3 |
| 13 34a | 3 1 | | 4 45a | 3 4 |
| 11 0m | 5 1 | Saturday ..... 20 | 4 36m | 4 9 |
| 11 8a | 4 1 | | 5 12a | 4 2 |
| 11 24m | 5 5 | Sunday ..... 21 | 5 10m | 5 1 |
| 11 27a | 4 10 | | 5 36a | 5 0 |
| 11 50m | 5 6 | Monday..... 22 | 5 40m | 5 3 |
| ..... | ..... | | 6 45a | 5 6 |
| 0 5m | 5 5 | Tuesday..... 23 | 6 8m | 5 4 |
| 0 11a | 5 7 | | 6 23a | 6 1 |

Moon—New, 21st, 10h. 41m. P.M.

THREE JOKES.—A table of Interest.—The dinner table.—Nearly all women like soldiers, and some like an *offer*, sir.—Macbeth to bad mock turtle—"Unreal mockery, hence!"—Salads.—To make a salad tasty, says an epicure, it needs a miser to pour out the vinegar, a spendthrift the oil, a wise man the pepper and salt, and a madman should mix all together——"May it please your honour," said a lawyer, addressing one of the city judges, "I brought the prisoner from gaol on a habeas corpus." "Well," said a fellow in an undertone, who stood in the rear of the court, "these lawyers will say anything. I saw the man get out of a cab at the court door."

A CURIOUS STRIKE.—In these days of high prices it is impossible to tell what form combination may take, and it is interesting to watch its development as it extends from one class to another, and is even snatched up as a weapon of defence in out-of-the-way places under the pressure of emergency. It seems that at Builth, a Welsh watering-place, the other day, the visitors, maddened by the exorbitant charges of the local tradesmen, determined on a "strike," and accordingly convened a meeting on the public recreation ground of the place, where they discussed their grievances, and decided on their plan of action. Bitter complaints were made of the high prices charged by shopkeepers and hotel-keepers, and it was ultimately resolved that unless the charge for butter was reduced nearly 50 per cent., and the price of ham brought down to that at which it could be obtained at Cardiff, they (the visitors) would totally abstain from the use of those articles of consumption. The meeting was then adjourned after a committee had been formed to wait upon the tradesmen, and inform them of the determination that had been arrived at. There can be little doubt that this system of "striking" against the charge for certain articles which have hitherto been of daily use will in a short time become common, owing to the impossibility of meeting the exorbitant demands of retail dealers. People are beginning to find out that many of what are termed "necessaries" are in fact luxuries, which can be easily dispensed with without serious discomfort or inconvenience. The style of living has of late years become far too extravagant among all classes of society, and the present high prices will be not without their compensation, if they induce simpler habits than those which have done so much to demoralize both tradesmen and their customers. Fewer servants, fewer fires, less meat, less butter, less luxuries of every description will become the fashion until demand and supply have reached an equilibrium, and prices are reduced to reasonable proportions.—*Pall Mall Budget.*

## THE RUINS AT VINJROTE.

### IMPORTANT DISCOVERIES.

THE Commissioner in Sind has submitted to the Government of Bombay a memorandum on the important discovery of five coins and other antiques in the ruins of Vinjrote. He suggests that if the coins cannot be recognized and deciphered in Bombay, they might be sent to England, Government has ordered that in the meanwhile they be submitted for examination to the Royal Asiatic Society—the Bombay Branch, we presume. The following note on the ruins at Vinjrote is by Mr. F. Robertson, officiating Executive Engineer, Rehti Division, Indus Valley State Railway. On the receipt of this report, Mr. Robertson was desired, at the instance of the Commissioner, to forward any coins he had found, and he thereupon forwarded the five which are now in the hands of Government, saying at the same time that some others, rather more legible, had been forwarded to the Chief Engineer of the Railway, who had sent them to General Cunningham:—

*Memo. on the Ruins at Vinjrote.*

As the discovery of an old city containing many objects of considerable antiquity is a subject of general interest, I have put together the following notes upon the work, as far as it has gone, it being now suspended for the reasons detailed in the next paragraph.

2. About 1½ lakhs of cubic feet of brickbats have been collected for the purpose of ballasting the Indus Valley State Railway, the carriage of these to the line will occupy some time, and as the coolies persisted in stealing all valuables, and I could not make arrangements for any trustworthy supervision, I thought it better to stop the work until the cold weather, when a European subordinate will be sent to live on the spot.

3. Although the men were carefully informed that they would receive rewards for anything they produced, they preferred to secrete them; and it is rumoured that some of them found property of considerable value, and decamped into Bhawulpoor.

One man was caught with 28 tolas of gold, of which some parts of the ingots were missing. He has been prosecuted.

It is some consolation to reflect that from the specimens found, the gold was in rough ingots, without any work; thus nothing of archæological interest has been lost.

4. The ruins of Vinjrote are marked on the Revenue Survey Map of Sind. They are about half a mile from the Reni Nullah, and two from the boundary of Bhawulpoor; the sand-hills commence immediately beyond them. There is a little cultivation near there, after a good flood, but the soil reeks with saltpetre in most places, particularly among the ruins. The general aspect of the place is a number of hillocks of various sizes strewed over with pieces of bricks, for the most part vitrified. The boundaries are not well enough defined to give any particular size, but mounds containing bricks are found over a width of quite one and half miles.

5. Up to the present time the excavations have been of a desultory character, the work being paid for by the quantity of bricks collected. The men confined themselves to collecting the bricks from the surface of the ground and digging up outlying walls, so that the real interior of the mounds remains to be explored. It is to be hoped that these will contain the bulk of the remains, and that what has already turned up is accidental. There are only two mounds in which any signs of a building of importance have been laid bare. One is the largest mounds in the place, and a very little excavation revealed some brick pillars and walls, with an immense quantity of broken crockery on one side, as if this had been some place for feasting, and these were the remains.

The other is of much greater interest, and I think was a temple of some importance. In one corner of the excavation more than fifty large stones were dug up imbedded on their ends, just as if they had fallen from a height. The carved work, and I suspect the gold, came out of this mound. At present there are some well dressed stones visible, placed as it were in the manner of a tank; but the whole place will have to be cleared up before any certain information can be obtained.

All the bricks are very large, some were 18 inches by 12 inches by 4; they are badly slop-moulded and burnt, so that one end is sometimes peels and the other end like pumice stone. No pucka masonry has been found. Most of the minor buildings appear to have been catcha: pucka plinths with a superstructure of catcha brick-work. A list of the objects of interest follows:—

I. Several silver coins smaller than a 2 anna bit which I have been informed, are probably coins of the earlier Arab Caliphs, and have an inscription in cubic letters.

II. A Gunesh with a piece of a pilaster (stone.)

III. Slab about 2 feet high, with Mahadeo and Parbuttee, in *basso relievo*, unfinished; the chisel marks as sharp as if made yesterday; so evidently not damaged.

IV. A companion slab, with the figure only rough hewn; so cannot be identified.

V. Two-thirds of a semi-circular arch, 4 feet in diameter, carved on both sides in *alto relievo* in the most spirited manner, with a procession of figures about 5 feet high. The soffit is also well carved with conventional foliage.

VI. Some carved stones, apparently jambs of the door, of which No. V. was the head. One stone has a lion, a woman, and an elephant.

VII. A lion in red sandstone, about 1 foot high, head missing, and off foreleg burnt.

VIII. An *intaglio* in brick, very finely carved, apparently a mould to cast little leaden gods in.

IX. A piece in *alto relievo*, well carved, representing a man on a horse, with cup (?) in his hand, and a Chobdar behind him.

X. Many fragments of images, admirably carved, appear to have been broken by accident, and not wilfully mutilated. Some marked by fire.

XI. Fragments of cornices, &c. Some rather rude, but others of good design and neat execution.

XII. A brick on which the following inscription was scratched rudely . . . . . [Omitted.] The purport of which appears to be that "Sultan Alexander and Shah Alum were great men, and that Senesi was also. Kaligur Aboura Mistry made this." Date unintelligible. The man, by his name, would be a "Marecha;" the last word "Rata" should be "Raza," which means Mistry. There is a vague tradition of a King Senesi Rai, but no date is assigned to him.

XIII. A little stone trough about 6 inches square, apparently unfinished. Considerable quantities of ashes are found in all the mounds. From this, and the position of the bricks and stones, I incline to the belief that the city was destroyed by an earthquake which would naturally be followed by a fire, from the combustible materials of the buildings coming into contact with fires in them. I am confirmed in this opinion by so many things being found. The place was destroyed so long ago, that there is no tradition of it; and I find that things have often been picked up there, so that if they can still be got with very little excavation, there must have been a good many left originally. If the city had been gradually abandoned, this would not have been the case. Then, again, the evidently unfinished images point to a sudden destruction. Further excavation will probably give more decided information, and some longer coin or stone with a date may turn up. A copper plate would hardly be legible.

6. There are other ruins of interest on the Indus Valley Line. I have commenced operations at a place called "Ther" in the Bhawulpoor State, near the 187th mile. (Vinjrote is 203.) A chip of carving about 3 inches square was picked up there. I could identify it as the waist belt of a figure, precisely the same as those at Vinjrote. The place looks like a sandhill, and as excavation has not been begun it is impossible to say whether anything of interest is likely to be found. There is another place called Scrwalie, also in the Bhawlpoor State, near the 190th mile. Another well known place is the Futtun Minow, about 6 miles from Nanshahra, in the Khanpoor Division. Here a single tower is standing on a sandhill in perfect preservation, although there is not a vestige of any other buildings: but I have no doubt that a judicious excavation through the sandhill would soon discover them. The tower is Hindoo, of large bricks, like those at Vinjrote, but much better laid, as they are all cut and rubbed. Pieces of Jeyaulmere stone are in the building. I have also heard of another ruin in the direction of Ther, more out towards the desert; but have not had time to make an exploration.

7. All these places except Scrwalie, which is 3 miles on the river side of the line, are near an old river bed running through the desert popularly known as Gorelab. Futtun Minow would seem to indicate that there had been a ferry there: it is probably a modern name given to it from that tradition, and could hardly have been the real name of the city (if one existed.)

8. As above mentioned, I propose to place a European subordinate in charge of the future excavations, and carry them out by daily labour in his immediate presence. Thus not only will valuables be secured, but the excavation will be carried on in a more orderly manner than when the men were paid by taskwork.

Everything from this and other excavations will be taken care of, and when they are finished, handed over to the Collector of Shikarpoor for the Kurrachee or Bombay Museum. If any inscription or coins turn up, they ought to be sent at once to be deciphered; and I should be glad to know to whom to send them. I may be able to get photographs done of the best of the carvings; if so, they shall be circulated.

THE GREEN-EYED MONSTER.—There is a statute of limitations in regard to the recovery of debts, and it would, perhaps, be well if the principle could be extended to matters of deeper interest. Such an arrangement would have obviated a distressing fracas which lately took place between a worthy couple who had lived together in uninterrupted happiness for more than thirty years. Night was falling upon the quiet village of Temesvar, in Hungary, as the aged pair in question sat chatting over their household affairs. All at once the report of a pistol rang through the air. This was no uncommon event, as village lovers in that district are in the habit of greeting their sweethearts in this manner. The sound awoke pleasing recollections in the mind of the old man, till he suddenly asked his wife whether she also had in her youthful days been courted in this manner. Fearing no painful consequences from the revelation after so many years of wedded bliss, the old lady acknowledged that she had, and on being pressed by her husband to name the swain, mentioned a friend of his equally stricken in years. The results of this confession were as serious and they were unexpected. The aged husband cudgelled his wife unmercifully, and next day took a similar revenge on the friend and companion of his declining years, who brought the matter before a court of justice. A reconciliation between the three old people was, however, effected by the judge, on the basis of "letting bygones be bygones."—*Pall Mall Gazette.*

## LEGISLATIVE COUNCIL.

CONTINUATION OF TOLLS BILL DISCUSSION.

The Hon. Mr. Rogers—The Hon. the Advocate-General has referred to the Administrative Report, and deduced from it that no imperial funds are used upon the repairs of roads. If he had gone a little further, and looked at the provincial funds, he would have found a different state of matters.

The Hon. the Advocate-General—I referred to that.

The Hon. Mr. Rogers—These provincial funds are allotted to the Presidency Government for expenditure upon the matters mentioned in the Administrative Report, and under another name they are imperial monies.

The Hon. the Advocate-General—I am aware of that. In saying that no portion of the imperial funds has been spent upon either the making or repairing of roads, my object was to allude to common public roads, because the provincial allotment seems to have been spent merely upon post and military roads.

The Hon. Mr. Rogers—Another objection which the hon. and learned member made to the bill was the difference which prevails between the Indian and the English systems, it seeming that in England it is necessary to levy tolls for the purpose of repaying a private company, or turnpike trust, for executing certain works. The hon. member seems to be under the impression that the local funds as at present levied would be sufficient to cover all the expenses upon the public roads in the Presidency; but I assure him that such is not the case, and that local funds are expended not only upon communications but on many other objects—such as making wells, building dhurrumsallas, and constructing tanks, &c.—and the balance which he has referred to as standing at the credit of the Local Fund is not one balance but an aggregate from every district in the Presidency. He says that in the Southern Division accounts there is a balance of about five lakhs, but if the details were gone into, I believe it would be found that it is composed of the balances of all the districts. It must not be forgotten that it would be illegal to appropriate the balance of one district to carry out the requirements of another. Therefore, it would be impossible to apply this balance in the way the hon. member suggests. The funds levied in each district must be spent in that district, and no other. Even if that balance were available it would not go very far in a large undertaking. Supposing that the Krishna were to be bridged, such a balance would never be sufficient for the purpose. With regard to the bridge at Surat, I think the building of a means of communication between the towns on each side of the river would be almost on the same footing as a similar undertaking by a turnpike trust in England. Since the local funds of one district must be applied in that district only, it would be perfectly impossible to build this bridge at Surat except by loans, and in such a case it would be necessary to make a levy in order to pay the interest. I do not mean to uphold the principle of levying tolls upon foot passengers, but if it is necessary to obtain certain communications we must have the power, at all events, to levy such a toll. Colonel Kennedy has explained to you that we have had power to levy these tolls since 1864, and we have not yet had occasion to use it, and I think Government may still be trusted not to put the power in force unless it is actually necessary to do so.

The Hon. the Advocate-General—Looking through the statements of the Southern Division part of the Administrative Report, I find that in nearly every district the amount on hand for public works exceeds the amounts received from tolls in each district. The Hon. Mr. Rogers has argued that the surpluses in particular zillahs must be carried to the credit of these zillahs. Well, I see here (Administration Report) that the balances in all the zillahs exceed the amount of tolls collected in them.

His Excellency the President—These balances must surely be liable to meet many claims.

The Hon. Mr. Gibbs—I believe they are simply balances which though unexpended are appropriated.

The Hon. Mr. Bythell—We are given so very freely to understand that Government cannot do without the tolls that on that account I am inclined to vote for the second reading of the Bill. At the same time, I must say that I think charges upon bullock carts that are laden with merchandise are simply transit dues in another shape. I cannot but regret that the British Government, while using every possible endeavour to induce native rulers to abolish transit dues in their territories, should seek

## A DISGRACE TO THE CLOTH.

The Rev. John Berrington, who has just been sentenced to fifteen years' penal servitude, has really passed the last twenty-seven years of his life in the manner described by Inspector Palmer, Mr. Commissioner Kerr was almost justified in speaking of him as "utterly unworthy to fill the sacred office to which he had been ordained." In 1846 Mr. Berrington was living at Chester, and under pretence of carrying on a school there he obtained credit from the tradespeople and then absconded without paying his debts. He then went to Granley, near Stevenage, where he took a large house, defrauded more tradesmen, and again absconded, this time through a window, and pursued by the police unsuccessfully for three miles. In 1849 he reappears at Malines, in Belgium, defrauding a lady of £300, and shortly after at Bruges, committing a similar fraud. He returned to England in November, 1849, and lived first at Tring and then at Scaresbrook, from both of which places he suddenly disappeared, leaving a large number of debts. In May, 1850, he was charged at Marlborough-street with fraud, but the case broke down, and he was conveyed to Whitecross-street prison. In 1852 he was prosecuted for a fraud at Brighton, and was sentenced to seven years' penal servitude. After serving a portion of that term he was released, but, immediately resuming his old practices, his ticket-of-leave was revoked, and he was sent back to prison to undergo the unexpired part of his sentence. He subsequently lived at Clapham, Rickmansworth, Dover, St. Omer, Erith, Finchley, Plumstead, Eltham (where he defrauded three tradesmen of £800), Hampton, St. Leonard's, Nazing, Downshire-hill, and other places, leaving behind him at each place creditors to regret his departure. He has two or three times been bankrupt, the last time in May, 1871, when his liabilities were £3,295 and his assets nil. Between May, 1872, and the date of his arrest he had inserted 183 advertisements in the newspapers, and for the last seven years the Commissioners of Police have been inundated with not unnatural "complaints of his conduct." His cannot be considered a well-spent life, and its close, though melancholy, is not inappropriate.—*Pall Mall Gazette.*

## THE LAND AND THE STATE.

The report of the Select Committee of the Lords on the Improvement of Land is not, on the whole, a very encouraging document. It states, indeed, that "considerable use has been made" of the various improvement Acts which have been passed within the last thirty years, and that "extensive improvements have been effected under them;" but the Committee add that "the progress has not been so rapid as was desirable, and that what has been accomplished is only a small fraction of what remains to be done." That this is no exaggerated statement of the case is sufficiently clear from the facts and figures by which it is accompanied. It must be admitted that the drainage during all these years of only 3,000,000 acres of land out of 20,000,000 requiring drainage in England and Wales does not represent any very rapid progress in the work of improvement, and the fact prepares us for the further statement of Mr. Caird, the Inclosure Commissioner, cited by the Committee to the effect that, in respect "not only of drainage but of all kinds of improvement, we have only accomplished one-fifth of what requires to be done." On the various causes enumerated by the Committee to account for this comparative failure it is unnecessary to dwell; nor is there any need for considering the recommendations scattered here and there in the report, and summed up at its conclusion. They do not profess to embody any adequate solution of the difficulty, but merely to remove a few of the more obvious impediments by which the course of improvements is at present obstructed. The broad fact remains, and the Committee make little or no attempt to soften its unpleasing outlines, that the experiment of the improvement of land by State assistance has been up to the present time a comparative failure.

We do not disguise our regret that this should have been the case. It may be doubted, and we are ourselves disposed to doubt, whether the subsidization of land improvement is altogether a policy to be regarded with satisfaction, or whether its necessity indicates a very healthy condition of the body politic; but such as it is, the Legislature stands deeply committed to it already, and the best thing to be hoped was that the policy should be justified by success. For it to be tried and fail was every way the most unfortunate thing which could have happened—as deplorable a circumstance as the failure of a compromise in the presence of extreme views and thorough-going upholders of them always is. The argument urged by the Committee in favour of the policy of the Improvement Acts would unfortunately justify a much more drastic policy than that to the aid of which it is invoked. The case for parliamentary interference, says the committee, lies in this, "That the improvement of land in its effect upon the price of food and upon the dwellings of the poor is a matter of public interest, but that as an investment it is not sufficiently lucrative to offer much attraction to capital, and that, therefore, even slight difficulties have a powerful influence in arresting it." It is easy to see the purpose to which this reasoning may be turned by persons holding very different views on the land question from the Committee of the Lords. "We congratulate you," they might say, "on the very liberal admission that the improvement of land in its effect upon the price of food and the dwellings of the poor is a matter of public interest, in which the State may legitimately take action; and the particular action taken by the State in the present instance having failed, we propose other action of a much more vigorous kind. That something much more vigorous is required appears sufficiently from your own admissions. You admit that the improvement of land is not a sufficiently lucrative investment to offer much attraction to capital, which is equivalent to saying that landowners will not embark in it unassisted. But the attempt to assist them has been tried, and has failed; and we must therefore, it appears, look forward to the perpetual existence of a state of things under which the land is to be retained in the hands of a limited class permanently unable to develop its capacities. How about the 'price of food' and 'the dwellings of the poor,' which you have just admitted to be matters about which the State may legitimately concern itself? You can hardly expect us to acquiesce in such a solution of the land question, or suppose that we shall not demand other and very different forms of State action." It is clear that this line of argument, starting from premisses identical with those of the Committee, may be made to lead straight up to a scheme for "nationalization of the land," or whatever other "heroic remedy" may happen to be in fashion with the doctrinaires of the day.

The merely economical line of defence to these arguments even, indicated by Mr. Fawcett in the *Fortnightly Review* some months ago, remains unanswered, and is, indeed, unanswerable. It is urged that because the improvement of the land cannot be made a lucrative investment in the hand of the private owner, the State should acquire it by compulsory purchase in order that in the public hands it may undergo the necessary improvement. But if the necessary improvement is not a lucrative investment in the hands of the private owner, it would, Mr. Fawcett shows, be still less lucrative to the States as proprietor. It may easily be proved that the land could not be acquired by any methods short of absolute confiscation, or redistributed on any principles not absolutely Communistic, without involving a heavy and in fact a crushing loss upon the whole transaction. The proof is obtained from a simple comparison of the minimum rate of interest at which the purchase-money could be borrowed, with the maximum rate of interest which the land could be made to return. The difference between the interest at 2 or at the outside 2½ per cent. on an outlay of many hundred millions, and interest at 3½ per cent. on the same sum, is the measure of the loss which we should incur by the nationalization of the land. It is now, as we have said, some months since these conclusions were first stated in the *Fortnightly Review*, and, as we have before had occasion to remark, no attempt has been made by the extreme party on the land question to destroy—not the conclusions, for they are based on the impregnable foundation of arithmetical necessity—but the premisses from which they proceeded. Still the mere existence of the theories to which we refer, their growing popularity amongst a certain class, and the patronage they receive from many influential thinkers, should not be overlooked. We may detest the theories and distrust the thinkers, but still facts must be looked in the face by landowners as by other men. Their opponents are growing daily more formidable, and it is only obvious wisdom on their part to abandon untenable positions, and to look to the reinforcement of those that are really strong.—*Pall Mall Gazette.*

A curious discovery relating to a noted character of the last generation has just been made in the Public Record Office. During the examination of a chest containing MSS. and books, whose existence had been overlooked, numerous documents belonging to William Cobbett were turned out. Among them are piles of letters addressed to "Peter Porcupine" in 1828 from an American correspondent, a vast mass of briefs, bills of costs, &c., and the manuscript of an English dictionary, arranged for the press. The most interesting portion of the find, however, consists of two volumes. "The History of Newcastle-on-Tyne," splendidly bound, and presented to Cobbett by "admirers of his patriotic conduct." These contain the names of the subscribers, and between the covers of the first was found an original drawing and an artist's proof by Bewick. It appears Cobbett was in 1835 a party to a suit in Chancery, and the documents, &c., were ordered by the court to be brought up by way of exhibits, and have remained in custody of the court ever since.

## A FRENCH PILGRIMAGE.

(*From the French Correspondent of the "Times."*)

Dijon, Aug. 19.

It is neither my business nor my intention to discuss the question of miracles, nor of the miracle of La Salette. But I may remind your readers that of late Pilgrimages have become as it were political demonstrations on the part of believers against non-believers, the reply of the Church to the Commune and its adherents, her declared enemies. Viewed in this light, Pilgrimages cease to belong to the category of purely religious acts, and may properly be noted by those who desire to study closely the course of modern France.

Four or five days ago, at a *soiree* at Versailles, I had rather a long conversation with one of the members of the Government. "We do not ignore," said he "the very natural cause which has led to these pilgrimages. It consists in the terror which the Commune and the war produced in France. French society feeling itself almost entirely lost, found no other resource than to appeal to Heaven. Pilgrimages are one of the forms of that manifestation; we cannot oppose them, but we regret them as one of the causes which lead foreign Governments to adopt certain restrictions towards us, believing that we are encouraging these demonstrations." It is, therefore, perfectly accurate to say that these pilgrimages are exercising an undoubted influence upon the political destinies of France, and that they form an element in the modern political history of this country.

This conviction and other strong reasons have induced me to join one of these Pilgrimages, and to ascertain for myself what are the motives which impel large crowds of people to visit certain popular sanctuaries; what are the fatigues they have to endure in the performance of their self-imposed duty; and what are the views of those who arrange or encourage such manifestations. My choice was not difficult to make. I resolved to accompany the pilgrimage to Notre Dame de la Salette. The miracle of Notre Dame de la Salette has been, and still is, one most strongly contested and most vigorously maintained. It is known all over the world. Fifteen bishops and more than 50 priests or laymen have written in support of the miracle, while many other writers have impugned its truth, and the question remains just where it was at first—doubtful to some, clear as daylight to others. Its origin, as well as its consequences, are calculated to disturb the coldest mind, and to provoke the most hostile ideas.

The miracle of La Salette occurred just before the close of Louis Philippe's reign. It at once caused great excitement throughout France, and caused so great a revival of supernatural ideas that some have regarded it as a political design carried out by human means. The pilgrimage of La Salette is one of those which are best worth seeing, because it does impose some bodily fatigues, which implies the possession by those who undertake it of a certain amount of fanaticism or conviction. There is a long railway journey to be made, a day's coach travelling, and then a painful ascent to make in weather almost always cold and foggy, and very often amid snow and rain. It is impossible to suppose that simple curiosity would induce any one to quit Paris with its 30 degrees of heat to visit La Salette without faith or fervour. In all the important events which of late years have succeeded each other in France, the miracle of La Salette has always had a share, for this miracle consists of two parts—one is the part which is known to all the world, the story of two children—the simple inaccurate story which they related—the other is that terrible and impenetrable secret which must only be known to Pius IX., and which, after moving the Sovereign Pontiff to tears, caused him to exclaim repeatedly "Poor France, poor France!" Now, from the day when Pius IX. exclaimed "Poor France!" no disastrous event has occurred to the country without its being connected with the terrible secret communicated by the children of La Salette. Naturally, too, this sorrowful exclamation of the Pope has received numerous and different interpretations and applications. The defeat of Reichshoffen, that of Forbach, the capitulations of Sedan and of Metz, the battle of Mans, there treat into Switzerland, the first and second sieges, the Commune, the Paris fires—all have in turn been recognised as events to which the Pope's exclamation of "Poor France!" was applicable; and even the Bonapartists recalled those words when Napoleon III. set out for Wilhelmshohe, and again later when he died. It may, therefore, be said that the miracle of La Salette is the miracle *par excellence*, and that it is constantly borne in mind by a considerable portion of the nation. As it is probable that the origin of this miracle is not well known in England it may be useful to explain its history.

On the 19th of September, 1846, two children, Melanie Mathieu, aged 14, and Maximin Giraud, aged 11, set out at early morning from the hamlet of Albaudin, near Corps, and about 70 kilometres from Grenoble, to lead their cows to the higher feeding ground. They stopped at the foot of Mont Gargas in a small ravine, through which flows the Sezia. At noon they took their humble dinner, placing their little wallets beside a spring, which at that season was dry, and then went off to sleep at a little distance from each other. Melanie awoke first, and was alarmed because she could not see the cows. Arousing her companion, they set out in search of the missing animals, and discovered both cows upon the opposite slope of Mont Gargas. They went back to fetch their wallets, which they had left behind them, and Melanie, who was in advance, suddenly perceived something "like the light of a sun, more brilliant even, but not of the same colour." "Come here," she cried to her companion, "Come and see the light down here." "Then the light opened, and in the midst appeared a lady seated upon a stone with her feet on the bed of the dried-up spring. Her attitude was one of profound grief—her head between her hands and her elbows on her knees. She removed her hands, and her face appeared bathed in tears, but the tears were brilliant and shining and did not fall to the ground, but disappeared like sparks of fire." I need not repeat the description of the lady's dress, in which roses played an important part, with a golden-hued apron, a white dress covered with stars and pearls. The lady arose, crossed her arms, and in tones "caressing and soft, like those of a celestial harp," she said to the children, "Do not be afraid, my children; come. I am here to inform you of great news." The little peasants, re-assured, approached the lady and stood beside her. Then, while shedding abundant tears, she spoke to them in these terms:—"If my people will not submit I am compelled to let loose the arm of my Son, and it is so heavy and so ponderous that I can no longer restrain it after the time I have suffered for you. I gave you six days to work, and the seventh I reserve for myself, but people will not grant it to me. It is that which makes my Son's arm so heavy. The drivers of waggons can no longer utter oaths without bringing my Son's name into them. Those are the two things which make my Son's arm so heavy. If the harvest be spoilt it is through you people. I gave you an opportunity to learn this last year by the means of the potato crop. You have taken no notice of it. On the contrary, it is when you find bad potatoes that you swear, and you introduce my Son's name in the midst of your oaths."

Melanie, who did not know potatoes under the name of *Pommes de terre*, as in that district they are generally called "*truffes*," asked Maximin what the word meant. "Oh, you do not understand French well, my children," observed the lady. "Well, I will tell you in a different manner." She then went on and delivered a long speech in patois, and in the course of it she intrusted to each child a particular secret, and, although she continued to speak in a loud voice, neither of the children could understand what she said to the other, and only saw the movement of her lips. The lady concluded by saying, "My children, you will tell this to all my people." She then began to rise from the earth about three feet, and, with her face turned towards the east, she remained for a moment there, suspended in the air. She looked first up to the sky and then down towards the earth, and then, say the children, "We lost sight of her head, her arms, and her feet. She seemed to melt away. We saw nothing more than a brightness in the air. Maximin ran forward to lay hold of her, but she had disappeared."

Such is the clearest outline of all the accounts which have been published upon this subject. Twenty-seven years have elapsed since this scene is said to have occurred, and during these 27 years the devotional movement towards La Salette has gone on increasing. No miracle has been more contested, none has given rise to more embittered controversies. After 27 years of this incessant and lamentable discussion, pilgrimages to La Salette have been organized. From all parts of the world we have devotees, and on the 19th of September, the anniversary of the miraculous appearance, 100,000 pilgrims collected upon the mountain. That is in itself a miracle, and one that merits to be seen closely. With that view I made inquiries as to the best means of joining in a Pilgrimage to La Salette, and I was told that the best way was to obtain the numbers already published of a new special newspaper called *Le Pelerin* which would give me all the information I required. I obtained the numbers of the newspaper, and then proceeded to the office of the Secretary for the Pilgrimage, Rue Byancon ler, where I learnt that a pilgrimage to La Salette would start from Paris on the 18th inst. It was a lady, thoroughly acquainted with all the details of the excursion, who furnished me with the requisite tickets and information, by means of which I found myself at 3 o'clock yesterday afternoon at the Paris Station of the Lyons Railway, where I found collected in the waiting rooms 400 or 500 other persons, who, when the doors were opened, took their seats in the special train which had been provided, and in which we left Paris at 20 minutes past 3.

## THE END OF THE SHAH.

(*Saturday Review.*)

There is a vulgar but pathetic metaphor about going up like a rocket and coming down like the stick, which is irresistibly suggested by the recent adventures of His Majesty the Shah. He has passed away from us, but unfortunately he has not passed out of sight. He still lingers within view, dwindling and fading as he recedes, till soon he will be only as a faint speck on the horizon. The newspapers, which only a few weeks since filled their pages with him almost to the exclusion of everything else, have brought him down to a line or two of cold and distant recognition. If we want to trace his movements, we find them recorded in shabby little paragraphs hidden away in the ruck of miscellaneous telegrams. The climax of the play is long ago over, but still the curtain is kept up for a dull and tedious anti-climax. There can be no doubt that the artistic effect of the Shah's visit has been spoilt by his not having been suddenly snatched up into the clouds when he took leave of us. He should have gone off in a blaze of jewels and fireworks, and disappeared while we were still winking. Instead of this, we see him dawdling on the scene after all the novelty and illusion of the exhibition have been exhausted. He has assured every nation of Europe in turn that he takes the deepest interest in its welfare, and will now die happy, having seen it, and has gone through the stereotyped routine of fireworks and reviews in a hundred cities, and the performances has grown stale and tiresome. His gradual approach to us was a different thing. He started on his travels as a sort of myth, looming vaguely through the mist, and gradually broke upon us as a reality. Every step he took nearer and nearer to the West stimulated curiosity, and all eyes were strained to discern the figure and lineaments of the strange apparition. All this helped to excite the public imagination, and to surround him with a halo of wonder and fancy. Yet even before he took his departure the prosaic reality had begun to be detected, and the last sparkle of romance flickered out when he passed from Paris into the hands of the select vestrymen of Switzerland. The fireworks, in fact, have burned out, and we are doomed to witness the silent falling of the dismal stick, and the dull gleam of smouldering cartridge. The Shah's journey was certainly a great theatrical *coup*, but it would have finished better if he could only have been got home somehow underground and out of sight. Superfluous lags the veteran on the stage, and yet he is only a veteran of a month or two.

Paris seems to have been the turning-point of the poor Shah's career. Till then he had been among serious nations, who had treated him seriously. The Russians and Prussians did not perhaps relish him very much, but at least they accepted him as a solid fact. The English, too, received him seriously, and with more favour. It happened that just then they were desperately in the mood for amusement, and eager for a new excitement, but still they regarded the Shah as, on the whole, a substantial reality, and had even grave political views concerning him. But no sooner did he enter Paris than he became a joke, and we should think a greater trial could hardly await an Eastern despot. It is said that the Shah is himself exceedingly fond of fun in his own way, and a recent traveller to Persia has described the intense enjoyment which his Majesty derived from launching a crew of courtiers in an india-rubber boat, from which the plugs had been carefully extracted, and seeing them gradually sink under water. It has now been his own fate to undergo a somewhat similar operation. The plugs are certainly out of his boat. It is probable that the court chronicler who is supposed to be writing a narrative of this wonderful journey will, for the sake of his head, be rather disposed to slur over the return of his master eastwards. The brilliant hospitality of the French could not disguise their sense of the drollery of the whole affair. In their eyes the Shah was only a sort of man in the moon, or a pasha of burlesque such as Mdlle. Schneider might be expected to play up to at the Variétés; and the way in which he had been toadied in England sharpened their derision. It may strike one as odd that the countrymen of Voltaire should take delight in such vile puns as "La nuit tous chats sont gris," although it is recorded in history that when the First Napoleon as Consul entered Paris with a chariot behind him, some one cried, "Ah, le char l'attend!" Perhaps this love of petty punning is somehow connected with the Commune, and the fusion will set all that and many other things right. But if the puns were poor enough, there was at least a sense of humour in treating the Persian monarch as a joke; and since then nobody has been able to think of him seriously. Our own fit of enthusiasm on the subject, the shouting mobs and grotesque frenzy of vulgar curiosity, will hardly bear the ordeal of cool reflection. Englishmen are usually shy and reticent from their fear of making fools of themselves, and it is unfortunate that in this instance the apprehension of that result did not prevent it from happening. The reaction which had set in almost before the Shah left our shores is not very likely to have a favourable effect upon the financial speculations with which the visit was associated. It was, of course, right and fitting that a foreign monarch should be received in a becoming manner by the Government, and there was no reason why the people should not give him a civil greeting. But there are limits in such cases which cannot be overstepped without loss of self-respect, and unhappily these limits were surpassed. It may have been no business of ours to sit in judgment on the Shah, and it was reasonable that we should desire to attach him as an ally; but experience of Eastern rulers has shown that sycophantic adulation is not always the most effectual means of securing their esteem, and that they are apt to measure the power of those with whom they are brought into contact by the dignity with which they conduct themselves. In any case, the fact remains that the sovereign of perhaps the most wretched, oppressed, and miserably misgoverned kingdom in the world, has been received in a very different way from other potentates who have visited our shores. The Swiss, as a nation of innkeepers, probably considered themselves bound to show every encouragement to traveller- from a distance, and had their own reasons for welcoming a new nationality to their international table d'hôte. But the Austrians and Italians seem to have caught up the tone of badinage from the French. The Austrians have been making great fun of the astrologer who is supposed to determine for the Shah whether the hours fixed for his appointments are propitious. It is said that the seer is careful to provide himself with arguments against moving until he is quite sure that his master is ready, and it is added that His Majesty's recent hosts have not been quite so patient under his persistent unpunctuality as those further West.

## A CANADIAN WINTER.

As may be generally known the cold in winter is extreme, the range of the thermometer being far below zero, a degree of frost quite unknown in England. The extreme cold of a Canadian winter is revealed in various ways. In the cemetery at Quebec there is a vault covered with turf, and fitted up with stone shelving, which is used as a temporary depository for those who die during winter, and cannot be properly interred until frost and snow have disappeared. So deeply does the frost penetrate into the ground, that any line of curb-stone, or stone basis for a railing, which is not founded on masonry at least three feet deep, will be dislodged and lean over on one side at the first thaw. In the small garden-plots at Montreal, you may, at the approach of winter, see shrubs covered up with mats, to preserve them from the frost; such shrubs bearing the winters of Scotland with impunity. Yet, with this peculiarity of climate Canada is a healthy and comparatively pleasant country to live in. What is a determinate and settled cold, against which you can take precautions, in comparison to that changeableness all the year round prevalent in Great Britain, where you can never tell what kind of weather—wet, dry, foggy or windy, cold or warm—to-morrow will be; and where coughs and sore throats, as a result of a raw, moist atmosphere, are at certain seasons the order of the day! Among the remarkable effects of the severe frosts of Canada, is the strange appearance of familiar objects in the market place. The pigs, though slaughtered weeks or months before, stand erect on their stiff legs; the meat feels like wood, sounds the same on being struck, and must be divided with a saw. Fish, likewise; and many a little heap of salmon and cod sawdust have I seen, nay made, in the process of preparing dinner. I was once left, in all the experience of my first winter, without a servant. It was January, when a steady frost had set in, but on a Saturday, our principal market day, when unfrozen meat was often brought home. I had, consequently, little difficulty in roasting a sirloin of beef, and making a tureenful of soup, sufficient provision, I thought, for the next day's dinner. But the cold increased that night; the thermometer fell to twenty degrees below zero (or fifty-two degrees below freezing-point), and at breakfast-time we found everything frozen. The eggs were frozen into a state in which, though apparently unchanged, they can neither be beaten nor cooked; some cold partridge utterly defied all attempts to cut it, a little of the breast, when chipped off by repeated blows with a chopper, tasting like ice; and, worst of all, the bread was tough as india-rubber. The milk left on the previous night was solid, and the ink in cakes. I rejoiced over my foresight in having prepared dinner the day before, but this self-approval did not last long. The cold roast beef was as uneatable as so much stone, and I was dismayed by the discovery that, after placing it in the oven of a large kitchen stove for some time, the outside began to char, though I could by no means cut off even one slice. I next tried placing it in front of a blazing coal-fire in a warm room, but with like result. Clearly, the beef must be abandoned (I had long since given up all hope of going to church), and soup and pudding relied on. With some exertion and a chopper, the soup was broken up into what looked like lumps of brown rock, and by-and-by dissolved; the milk also melted in time for use; but the partridge, after being soaked in cold water—the quickest solvent,—was not thawed till evening, and the beef not till the next day. Such inconvenience may be averted by timely precaution; and I came afterwards to consider the winter frost a boon to housekeepers, enabling them to keep on hand a store of perishable food, which may be securely kept in its frozen state as long as the cold weather lasts. At the commencement of the frost, vast quantities of poultry and animals are killed, to save the expense of feeding; and it is usual for large families to buy turkeys, geese, and fowls by the dozen, many of which are not consumed till the following March or April. It may be thought that the severity of the climate would be felt unpleasantly, but such is not the case, owing to the dryness and stillness of the atmosphere, and to the power of the sun. I repeat, the winters of Canada are far from unpleasant. There is absolutely a charm about them. The brilliant sunshine, compared with which the brightest English day seems twilight, the greater length of the day in winter, and the exciting quality of the air, have a peculiarly exhilarating effect, very beneficial to most persons; and the means adopted for warming the houses insure a degreee of comfort seldom attained in our English homes.—*Chambers's Journal.*

## THE SUPPOSED DESCENDANT OF LOUIS XVI.

The Dutch correspondent of the *Temps* gives some personal details concerning the supposed descendant of Louis XVI., whose claim to supersede the Comte de Chambord we alluded to a few weeks back. M. Adalbert de Bourbon, who is an officer in the Royal regiment of Grenadiers, is said to bear a striking resemblance to Louis XVI., and to be so excellent a linguist that he can express himself very freely in every European language. The correspondent of the *Temps* asserts that he entertains very advanced principles, bordering almost upon Republicanism, and that his object is to get his claim as the eldest son of the Dauphin (Louis XVII.) recognized by the French tribunals, and then to withdraw all pretensions to the Crown. Everbody at the Hague believes him to be acting with perfect good faith, and whatever may be the result of the suit he will not lose in the estimation of his adopted fellow-countrymen. An official act of naturalization authorizes him to use the name of Bourbon, and when his father the supposed Dauphin—died at Delf, King William II. gave special orders to the municipality to describe the defunct upon the register as "Charles Louis de Bourbon, Duke of Normandy (Louis XVII.), son of Louis XVI. and Marie Antoinette." When M. Adalbert de Bourbon asked for letters of naturalization to serve in the Dutch army, a fresh inquiry was instituted, and, after a discussion in the Chamber, his demand was granted. Moreover, when he espoused Mdlle. Duquesne, he was described upon the register as "grandson of Louis XVI., King of France, &c., and of Marie Antoinette, Archduchess of Austria, Queen of France." Whether he will make good his claims before the French tribunal is another question yet to be decided.—*Pall Mall Budget.*

## ARMY LIST IMMORTALITY.

(*Broad Arrow.*)

There is something radically wrong about the system of appointment of field officers for administrative brigades and battalions throughout the country. It is admitted on all sides that the scattered companies and batteries of Volunteers must be kept together, or brought together locally, by means of a staff of field officers able and willing to devote some portion of their time to the duties of a brigade or battalion over a somewhat extended district; and if there could be found in the several districts officers retired from the Regular Service, with sufficient leisure, sufficient private means, and sufficient zeal to do so much for the public good at some cost and inconvenience to themselves, undoubtedly the best course would be to restrict such appointments to such officers. It is, however, unfortunately the case that when an officer retires from active service, he has had so little example of generous liberality shown him by his country, that almost the last thing which enters his mind is the idea of serving that country as an amateur. This source of officering the administrative brigades and battalions by the best-trained men, possessing that necessary qualification for high command in the Volunteers, a good social position, is therefore most entirely cut off; and, as if to make the difficulty still greater, a retired field officer of the Regular Service or the Militia, who might under ordinary circumstances have been willing to accept a commission, is precluded from doing so by the requisition that he go to school and pass a schoolboy's examination. The whole system of examinations and certificates is more or less a farce, especially that portion of it which supposes that an artillery education (the study of a life-time) can be acquired in a month and testified by the letters P.S. The test is however of some benefit so far as it sifts from the Volunteer service the palpably incapable, and places the best-drilled subalterns, in time, at the head of the list of captains. If this position left nothing further to be desired, doubtless the War Office would have but little difficulty in selecting the field officers of an administrative brigade or battalion. The two senior captains could be gazetted in due course to the majorities, and—glory of glories in Volunteer ethics—the promotion would go in the several corps.

It is difficult, probably, for many of our readers in the regular service to comprehend at a first glance why this should not be the general or almost invariable rule. We will, therefore, in a few hints, suggest the true state of the case. Captain A., of the 17th Corps, is senior captain of the brigade. Will you accept the majority? Thank you, I would rather not, I should be expected, in common decency, to throw up my captaincy and let my lieutenant be promoted, and then my influence and actual connection with my old corps would cease. Captain B., of the 24th Corps, next senior, is a surgeon in a small town. Will you accept the majority? No, thank you, I should have to go all over the country on the business of distant corps about which I don't care a farthing. Captain C., of the 20th Corps, next senior, is a clerk in a Government department. Will you, sir, become major? No, sir, thank you. Our colonel is a man who spends half his time in Parliament, the other half on the Continent, and I should have to sacrifice the best part of my holidays to inspections here and inspections there, learn to ride, and find no one to lend me a horse. Captain D., of the 32nd Corps, is a smart young attorney. Will you be major? Not if I know it. Why, when the the colonel was away last September, poor Goodman was in command, and was worried out of his life with the corps' squabbles, while I made a capital bill of costs out of Tinder's action for libel against Flint for calling him no better than a militiaman.

Well, then, say candidly, who is the man likely to accept the promotion? Why E. would no doubt take it, but F. would resign rather than serve under him, he has such a deuce of a temper. Then G., of the 23rd, would take it; but he, though a capital officer, is but a clerk at one hundred and twenty pounds a-year, and cannot afford it. H. would also like to be dubbed major, but he is what is called a sea lawyer, and would worry the general and the War Office out of their wits with various readings of the auxiliary circulars. Then I would no doubt jump at the appointment, if only to appoint a monk of St. Ignatius temporary chaplain whenever he might happen to command the brigade, but as the adjutant is a very Low Churchman that would never do. In fact, although for a large corps with its own staff of field officers, there is seldom any difficulty of finding within the battalion itself zealous, efficient, and eligible captains, ready and fit to accept the duties of major, it is altogether otherwise with a series of scattered corps joined in the organization of an administrative brigade or battalion whose field officers are over the several corps but not of them, and altogether deprived of any influence or interest connected with their affairs, except when the several disjointed bodies are brought together for parade or drill. Under such circumstances, no wonder is it that all over the country the administrative brigade and battalion appointments, especially the former, have been difficult to fill, and that the Government, until recently, had determined to let them die out, and leave the several corps under the immediate control of the staff colonels. That, however, was found to be a scheme in practice still more unworkable, so the appointments of administrative brigade field officers are again open to aspirants for "Army List" immortality.

There is in Hamburg a mercantile house as devoted to the interests of science as to those of trade. Messrs. Godeffroy, South Sea merchants, employ their fleet of five-and-twenty merchantmen not only to carry on their business, but to obtain information of all kinds relating to the geography, ethnology, and natural history of the South Sea Islands and Australia for a periodical published by them from time to time, and to collect curiosities for the museum established in connection with it. The following singular fact was lately recorded in the *Journal of the Godeffroy Museum*. An Englishman residing in one of the South Sea Islands possesses the faculty of discerning the approach of a vessel a day or two before it becomes visible, and even of describing its shape, and whether it is a brig, a schooner, or a barque. He states that it is possible to discover ships which by reason of the shape of the earth are not perceptible by the direct action of sight, by means of the vapours which collect on the horizon at a certain height above any solid object. The shape of the little cloud thus formed enables him to determine that of the vessel beneath the horizon. He adds that such observations can only be relied upon in clear weather and when made from high ground.

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